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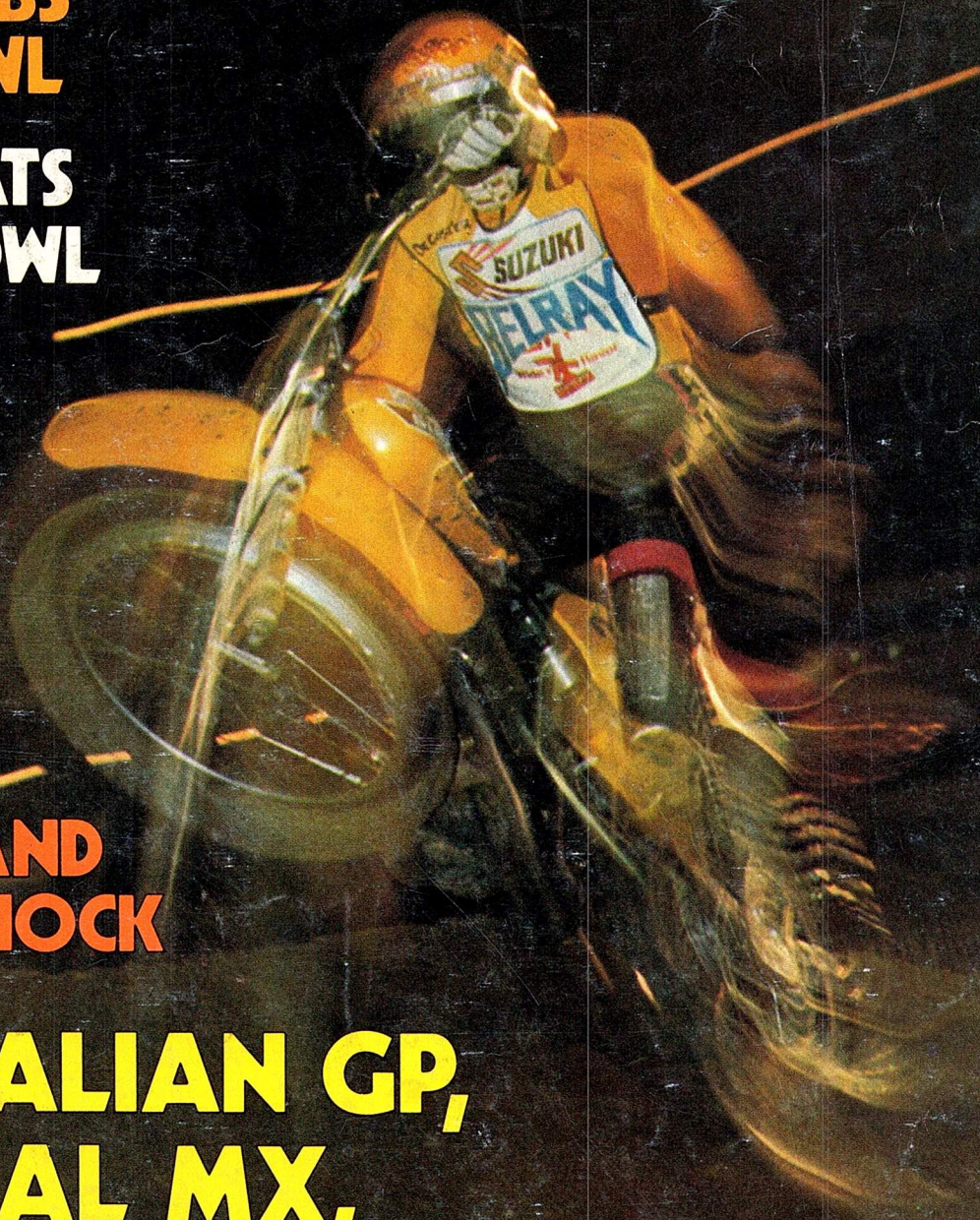
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MOTOCROSS

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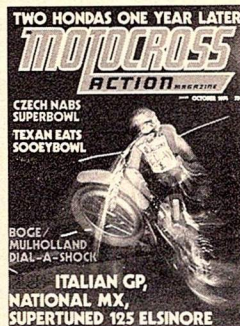
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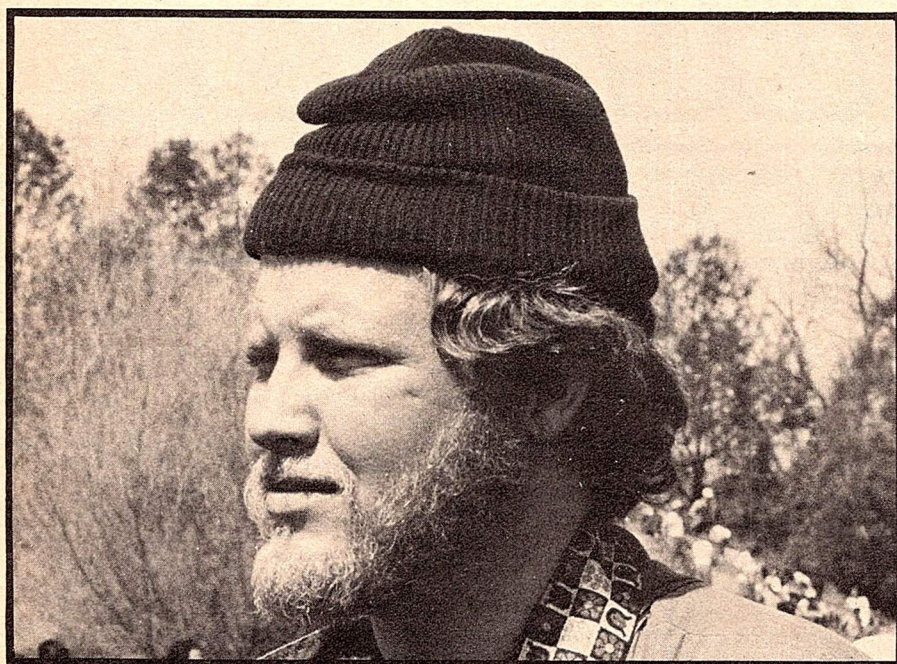


NEXT ISSUE
ON SALE OCTOBER 3

Roger DeCoster and photographer Steve French got together to put on this spectacular light show at the L.A. Coliseum at Superbowl III.

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unfortunately many have got the idea that those spectacular antics are an integral part of motocross."

That's it. Or, to put it less politely, there's altogether too much messing around going on on the average American motocross track.

Of course, how you race depends on why you race. If you're in it for the fun of it, racing for the pure, sportsmanlike enjoyment of it all, then wheelieing and crossing-up make more sense. Anything that's fun does. And then, racing acrobatics are bound to impress foxy little Mary Sue over there by the big jump, and impressing Mary Sue can lead to even more fun. But aside from that, showing off on a racetrack is likely to do you more harm than good.

If you're playing you're not racing, and if you're racing you don't have time to play. Getting the altitude necessary for a full lock cross-up will get you passed every time by some guy who's out to race. He'll be taking that same jump low and flat, getting his rear wheel back on the track and driving as quickly as possible. And wheelieing to the next turn means you're going to have to chop the power that much sooner — if you want to make the turn, that is.

Jonsson makes the point that the most spectacular riders are the ones who are constantly fighting their motorcycles. Actually, they're the most spectacular riders for about ten or 15 minutes of the moto (if they're in shape), after which point they begin to fade rapidly. The key to lasting a long, GP-style moto lies in going as fast as you can while expending as little energy as you can. It's the nature of the sport that a long moto will take everything you have if you're going as fast as you can. The guys that work the hardest at first, will fade the quickest at the last.

The best riders, men like DeCoster, Weil, Jonsson, etc., are only exciting to watch if you know what's going on. A crowd at an event like the L.A. Superbowl, where the masses are mostly entertainment freaks rather than motocross aficionados, will be more likely to get off on watching Billy Bermshot than they will

How to succeed in motocross without really flying

I am here to tell you, mah fellow Americans, that American riders — lots and lots of American riders — are among the most stylish and exciting in the world to watch. Unfortunately, they're not even close to being the fastest.

Of course, we all know that, right? After all, motocross came relatively late to this country, not debuting until the late '60s when some playful Europeans crossed the pond to make dogfood out of the local hotshoe scrambles riders. But we're catching up. Increasingly, promoters across the country are learning the difference between a motocross and a rough scrambles track. An American, Jim Pomeroy, has actually won a GP. Another, Brad Lackey, holds the tenth spot in the world open class points chase as this is being written. Barring injury he should finish better. And Jammin' Jimmy Weinert beat the furriners at their own game in the Houston mud last fall.

So it's just a matter of time, right? Hell, this country has more motocross riders and more motocross bikes and is heir to and developer of more motocross trickery than the rest of the world put together. By sheer force of numbers it would seem that the

championships will have to start rolling in eventually.

Maybe. In fact, quite possibly. But if a motocross World Championship comes to the United States, chances are it'll have a lot more to do with riders like Pomeroy and Lackey who are paying their dues on the European circuit, and with people like Pierre Karsmakers and Rolf Tibblin who — each in his own way — are teaching American motocrossers how to ride seriously, than it will with sheer force of numbers and the law of averages. Because, while we do have a vast number of fast, stylish riders, we don't have all that many serious racers.

Listen to what Ake Jonsson has to say in his excellent book *The Technique of Motocross*:

"In the late 1960's European motocross riders started coming to the United States for the old Inter-Am Series, and to a degree American riding techniques are still suffering from it. The Europeans did not take the series as seriously as they might have, and the result was they spend a lot of time crossing up, wheeling every chance they had and in general showing off . . . The crowds loved it, as do the magazine readers, but

Roger DeCoster. Roger may be cutting lap times that are 30 seconds faster than Billy's, but on the rare occasions when Billy's wheels touch the ground you can bet he'll be into a full-lock slide, or a wheelie, or a Melanesian Chutzpah. Or, possibly, an endo. It's all great theatre, but it doesn't win championships.

Luckily for the national pride (for those of you who worry about such things), our serious racers are starting to figure this out. In fact, some of our most serious, dedicated riders are the

same guys who used to be known more for their flash than their finishing position. Just as the old Inter-AM got us off to a bad start, the current Trans-AMA Series seems to be correcting a lot of those old habits. Sure, the Europeans are still picking up most of the prize money on the tour, but we can consider it a form of tuition. And the day will come. As DeCoster said in our interview with him last month, speaking about the Trans-AMA: "... it is starting to become very serious."

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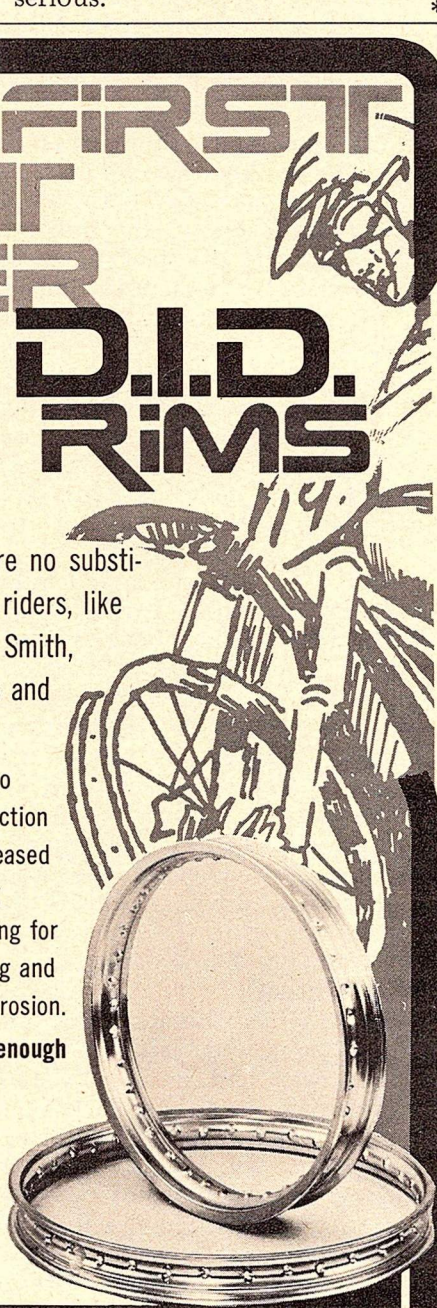
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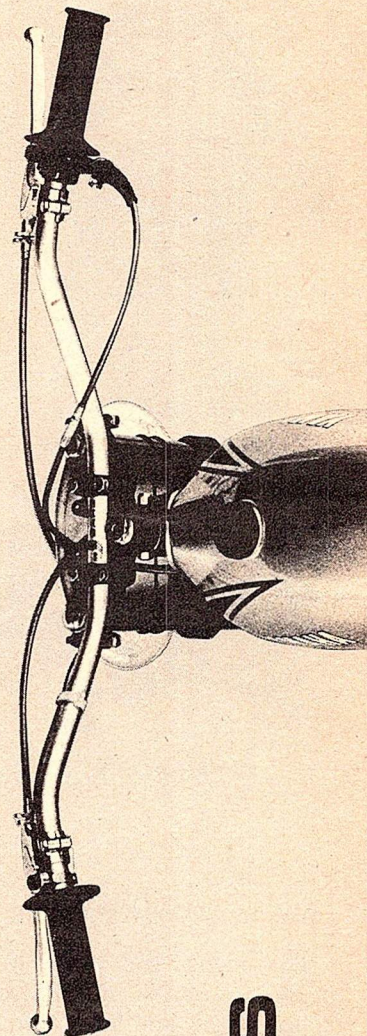
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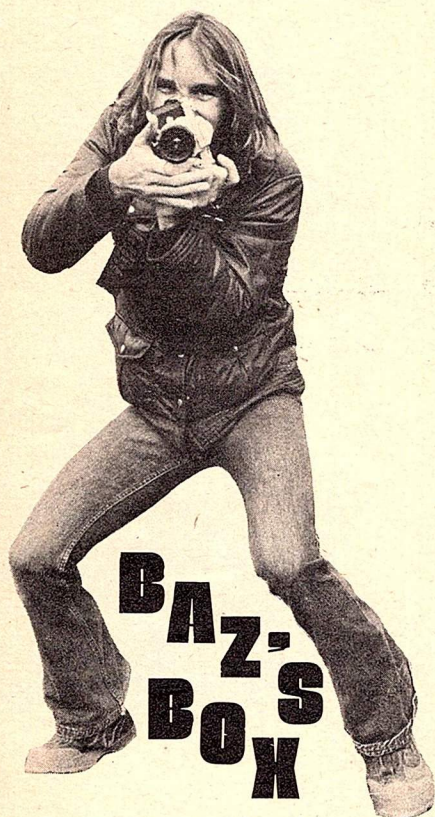
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by Paul Boudreau

KUNG WHO?

The scene: the Kung Fu room lit by thousands of candles, hazy, incensed air and misty floor, the whole shtick. To the left Master Link, The Ancient One, stands arranging a basket of flowers, his clouded, unseeing eyes glittering in the candlelight. Entering from the right, Huan Hung Lo, the young student, looking very sad, very dejected. The Master senses the young man's approach and speaks through his Fu Man Chu.

"Endswaper, do I detect the mark of sadness on your face?"

"It is true, Master. I am very sad." He wipes back a tear.

"It is not right for one so young

to be so sad. Tell me, Endswaper, what has happened that has so rippled the pond of your life?"

"I have seized my connecting rod and I believe I will not have it repaired in time for the big race Sunday."

"That is indeed unfortunate, but is there not another race the following Sunday?"

"There is, Master, but I have looked forward to racing *this* race. Besides, this is the third time my connecting rod has seized this year. I do not like my bike anymore. I have ridden Hunk Phlem Blo's and I like his so much better than mine. I want one like his and I am sad I do not have one."

"To want what you do not have is to not be one with yourself. If you toss a pebble into the pool, does it not sink to the bottom? And, yet, the dry leaf floats on the river in its journey to the sea. Is it not the same with your bike?"

"Master, sometimes I don't understand a word you're saying. Are you weird or is it me?"

"Endswaper, be what you are and do what you must do. You are young and I am old."

"You're weird, too."

The scene fades out and fades back in to the pits at Saddleback Park. Huan Hung Lo, 20 years older, is padding along barefoot through a sea of garbage, old spark plugs, pop tops and broken beer bottles, playing his flute and checking out the machinery. He approaches a kid sitting on his helmet with his chin in his hands, looking very dejected. He stops and squats down next to the youth.

"I am Lo. Can I perhaps be of some service?"

"I doubt it, Chinaman. My bike is really screwed. It doesn't have any power and it doesn't shift right and it don't handle. It's just a piece of junk. And if I don't win the race today, I won't have the money to pay the mortgage and Momma will lose the ranch. I hate my bike."

Lo smiles and thinks back to his own youth. Visions of ducking lances and throwing pointy little frisbees dance in his head.

"If you loved your bike, perhaps it would run better for you. You must be one with

yourself to win the race."

"You talk funny, Chineese. All I know is my bike is screwed and I can't win the race and Momma gonna lose the ranch."

"If I were to ride your bike and win the race, would we be able to save the ranch for Momma?"

"Sure, but you can't do it. It's impossible."

"We shall see."

Lo wheels the bike to the starting gate and sits on it cross-legged for three hours in the hot sun, balancing it perfectly, 'til it's time for the race. The other riders line up at the gate next to Lo, their bikes bristling with all the latest trick equipment; moved up gas shocks, alloy tanks held down with leather straps, engines with only four cooling fins and sawed up radial heads. They're all wearing Munari leathers, plastic boots, trick Torsten Hallman racing jerseys with padded elbows, super-trick JT gloves from Finland and the latest fad chest protectors.

"Haw, haw, haw! Hey, Spike, check the funny looking dude with the flute. No helmet, no gloves, no leathers, and he's *barefoot!* And check out his bike! Haw, haw, haw!"

Lo sits cool, calm and collected. The gate drops and they're away.

Into the first turn, Lo is dead last, the bike sputtering and popping, missing shifts badly. But the guy in front of him takes a bad line and Lo gets under him, stabbing the unwary rider with his foot and sending him off into the weeds. The bike starts to clear out and Lo moves up on the next rider dispatching him quickly with a flowing chop to the shoulder blade. The next rider endoes suddenly as Lo catches him from behind with a heel. Jamming his thumb into the next rider and hooking another with his elbow, Lo wipes out a third with a flying kick and moves up on the leaders. Lap after lap riders are crashing all over the track in slow motion as Lo, now a spinning, dancing blur of hands and feet, moves through the pack. When the checkered flag comes out, there's only one rider remaining. With the bike running like a finely tuned RC250 and each shift clicking into place like a push-button radio, coming across the hoopies tapped in fifth gear and tracking straight as a laser

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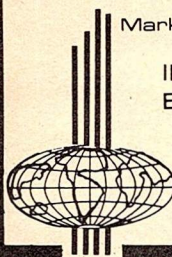
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beam, Lo crosses the finish line first, nary a bead of sweat on his tanned brow.

"Ya did it, Lo. You saved the ranch for Momma. How can I ever repay you?"

"The pleasure of helping is reward enough. But could you score me a Schlitz? I'm dry, man, really dry." *

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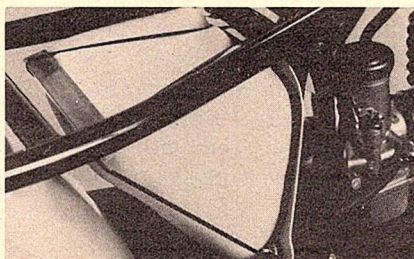
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CHECK WITH THE CHAMP

by Jeff Smith



Could you please recommend a few exercises to build up speed, balance and coordination? Thanks.

Tom Gorechi
Levittown, New York

Firstly it is necessary to become generally fit. This may be achieved in several ways, but my method is to exercise regularly. Little and often is the best approach. Say 20 minutes per weekday, with a one-mile run followed by five basic exercises: 20 pushups, 20 of two types of sit-ups, 100 arm exercises and 100 knee bends. This is a basic regimen and may be multiplied.

I know of no exercise to build speed. However, balance and coordination may be assisted by playing any game which requires speed of thought and action. Two games which instantly come to mind are table tennis and also badminton.

I have invested a good amount of money in racing, I think that I

have a fairly good bike (Elsinore), and, being as modest as I can, I think that I'm pretty good. But I'm getting nowhere. I win most races that I'm in, but nobody has yet noticed me. I want to start racing big-time, but I don't know how to get started. Do I have to build AMA points? Do I have to go from novice class to expert class then to pro class? How do I get sponsored by a bike shop? I'm 17 years old and I feel that I'm over the hill already. I'm willing to work hard, so please tell me what I can do.

Dave Durst
Berea, Ohio

Probably the one outstanding quality to be found in all the top riders, indeed in all top sportsmen, is that of "persistence," or "determination," if you like. This one quality makes a talented man irresistible. In the fullness of time such a determined person must make it to the top. The set backs and problems you describe are normal, but those destined for the top push them aside and keep their

eyes on the goal. At 17 you cannot be over the hill, why, you haven't even left the plain yet! If you are the big fish you say you are in your little pond, then the time has come to move to a bigger pond, i.e., race in other areas. More particularly, yes, you have to move through the various categories before you can become a professional, and during your progress someone will inevitably notice you. Sponsorship will come to you — you cannot go to it!

What is the best way to get a good start on a bike with no low end power, like a Suzuki TM 125?

Don Johnston
Rochester, Michigan

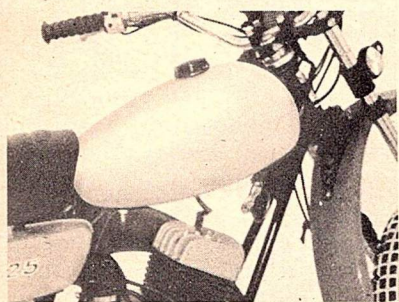
Peak the engine, lie along the tank and just drop the clutch. It's that simple.

My buddies and I have a big debate going about why two-strokes took over from four-strokes in motocross. Since you were World Champion on a four-stroke, we thought you might have something to say about it. Thanks.

Doug Lang
Charleston, South Carolina

Two-strokes dominated the 250 class from the start of the championships in 1957, and about that time it was becoming obvious that light weight might be the answer to the difficulties of traveling fast, rather than more horsepower from the monsters then raced in the 500 class.

In 1957, Rene Baeten won the 500 World Championship on a 400-pound 500cc F.N. This machine was produced in Belgium merely to advertise the adaptability of the Fabrique National, or National Armoury, famous in these days for the F.N. rifle. The machines were never commercially available. Eric Cheney believed that horsepower was the answer, and was not convinced of the fallaciousness of his pursuit for another ten years! However, at BSA a group headed by Competition Manager Brian Martin began an investigation into a theory of lightness and less power, which was to culminate in the brilliant machines of the mid



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and late '60s. Echoes of these machines may be seen in the Clews and Chenneys of today.

However, the reasons for the apparent demise of the four-stroke are found in economy and technical necessity. Eastern Europe opted to follow the two-stroke path, and great sums of money were sunk in the development of two-stroke engines of all sizes but in particular smaller motorcycle engines. The two-stroke is, for obvious reasons, much cheaper to manufacture than a four-stroke. In motocross, it has a lower center of gravity and is physically easier to accommodate in a frame.

Once the theory of lightness was proved by BSA's World Championship victories, then the seeds were planted which paradoxically ensured the rise of the two-stroke. CZ and Husqvarna capitalized on their existing machinery, and by the time the Japanese began to show interest the path to success was ensured — and inevitable. There are still advantages to using a four-stroke, and I believe the four-stroke is not dead — merely sleeping!

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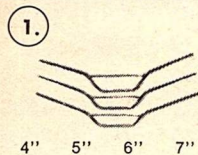
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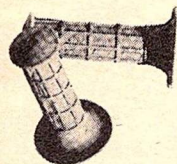
The Cycle House

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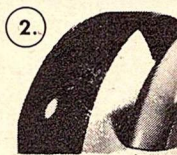
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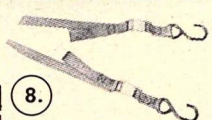
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ENIGMA OF THE EXODERMIS



It's finally happened. Wayland Clark of Irving, Texas, sent us this photo of his "personal Wfomobile," tastefully posed at a track near his home town. Wayland tells us that he and the Wfomobile can be seen going WFO all over Texas, and that sometimes he even does it on a Suzuki. What he didn't tell us is how his girlfriend feels about that. Thanks, Wayland. Ah, you *do* race it in the open class, don't you?



Speaking of readers and bizarre photos, we owe an apology to Randy Lovegrove of Oak Ridge, Tennessee. Randy sent us a letter telling how light his new Ossa Phantom is, and included a picture of him hoisting the entire motorcycle way up above his knobby knees. Well, we printed the letter, but someone in the

verdammit Art Department misplaced the photo. Shucks, Randy, we're sorry. Anyhow, take our word for it; Randy picked up the entire animal. Of course, according to the folk at Ossa, the entire animal in question weighs a measley 197 pounds without gas (which is an appropriate form of measurement these days), and having hefted one of the little buggers, we believe it. We'll tell you for sure in the next issue, along with a lot of other stuff. Meanwhile, the test model is tied down in Mike's garage so it won't float away.

As champions of the cause we must rise to defend the honor and integrity of motocross, our cherished sport. You may have noticed as of late, whilst rummaging through the newsstand in search of your favorite monthly, MXA, that the *other* mags (you know, the *big three* or four or however many others are considered *big*) are trying to cash in on our fun by running article after article on motocross. We counted five major motocross features in the July issue of one of the biggies and most of the others have at least three. You may also have noticed, if you read all that stuff, that most of it is a lot of (deleted expletive). For the most part, we've put up with it as being

the delirious ramblings of a bunch of middle-aged street riders, terrorized silly by the response of a motocross machine. But the July issue of a certain top monthly billing itself as "America's leading motorcycle enthusiasts' publication" has really got us bent. Even *we* make mistakes, so we can forgive them for printing a neat photo of Kenny Zahrt at the Astrodome and calling him Barry Higgins. You *know* how much Ken and his Bultaco look like Barry and his Maico. And anyone who doesn't know zip about motocross can be suckered into believing a stock production Yamaha Motoshock 250 is really Pierre Karsmakers' works bike. (Really, they thought this production bike was Pierre's bike and they spread all over three pages how trick it was. C'mon, guys. Pierre's bike shifts on the right, for starters.) But when they make a comparison test of the Honda, Kawasaki, Yamaha and Suzuki 125s and hand out "penalty points" for things like "kill button inoperative" (fix it, man) and "exhaust permanently stains rear fender," somebody has to rise in rebuttal! (Sit down, Baz. You haven't stopped talking since you came in the office. You must've been vaccinated with a phonograph needle.—ed.)

(Yeah, but did you read the part where it says the Kawasaki "... has a very smooth, broad powerband ..." and then in the very next sentence says "The Kaw is also pipey ..."? Huh? Didja?)

Speaking of 125s, the kickstarters on Suzuki 125s are breaking like pencils at a White House staff meeting. If yours goes away, try to get your dealer to warranty it. He should.

Brad Lackey is hot again. He's been blowing off guys in Europe like they were 250 juniors at Saddleback. Wait 'til the Trans-AMA. Just wait.

And speaking of the Kawasaki KX125 you've all been begging us to test. There's a reason we haven't tested one yet. They won't give us one. You see, there's a list in the executive offices of each of the bike companies

showing the circulation figures for each of the motorcycle magazines. Way up on the top of the list are the biggies (see above) and way down at the bottom with *Popular Eggplant* and *Modern Goat Farming* is good ol' MOTOCROSS ACTION. The company pointy heads go by this list, so the mags at the top of the list get the bikes first and the ones at the bottom get them last. If you really want us to test the KX125 Kawasaki, write Kawasaki a letter telling them you want MOTOCROSS ACTION to test the KX125 and you won't buy one 'til you see the test in print. Address your letters to Bruce Cummings, Director of Public Relations, Kawasaki Motors Corp., 1062 McGaw Ave., Santa Ana, California 92705, and we'll see what happens.

Here 'tis, the official scoop. Jack Hicks of Austin, Texas, is the real, live, winner of the Second Annual Corn-O-Cross. Congrats, Jack. Actually, Bushwah Bill Kasson ate more corn than Jack, but only because Jack DNFed on an ear of raw corn. But since Bill gets 40 or 50 issues of MXA in his shop every month, Jack was declared the winner and got the Grand Prix — a subscription to MXA. In other action, Light Brown Lancione put up a good fight, but crapped out in the final moto, while Bill Daniels (U.S. Sports) ate 13 ears in the first moto, but DNFed the second two. Look for a full report on the action soon.

Speaking of Corn-O-Cross, *Cycle News West*, of road racing, lost Ossa Pioneers and high rolling fame, recently claimed that the fabled event was the inspiration and property of *Cycle News Central*. Hope their results page is more accurate than Papa Wealey. We would have sued, but you never kick a man when he's down, right? Some people will do anything to jump on the motowagon.

Jimmy Ellis, pelvically refitted, is back riding for the Can-Am Team in the Northeast. Just goes to prove that while old New Shoes never die, they occasionally get bounced around a bit. Sic 'em, Jimmy. *Continued on page 14*

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MAIL ENTRIES

NAKED IN AMITE

I'm writing this letter to let y'all know what the people of Amite, Louisiana, and the whole South think of your magazine. It's ONE BITCHIN' MAGAZINE!

In the March issue you said that if the local dealer doesn't have MXA each month to bug him about it. I did, and it works! Oh yeah, you also said you didn't have any naked ladies, so it was hard to get on the newsstands. How can you compete against naked ladies?

Tommy Sanders
Amite, Louisiana

Lovingly.

TAKE THAT!

I read the letter that woman wrote about the "unprofessional testing" you did on the Carabela. She suggested that the riders and writers should be outcast or replaced — replaced, I suppose, with more accommodating test riders and writers. I suggest that she write the bike manufacturers and bitch at them. Of all the tests I've read in MXA, all have been well done and objectively written, telling the reader (consumer) what is right and wrong with the test bike. If dynamite articles are what the lady wants, she must understand you need a knockout bike that's worthy of the article. I humbly submit that MXA is one of the few consumer's friends left, and I back you fully. Keep it up.

Scooter Glass
Beaumont, Texas

PUFF POWER

Your article on women racers reflects a feeling of comradeship and a spirit of competition among — and here's the important word — people. we're tired of pics of "pit tootsies" hanging it all out at the tracks, with the sole objective

of getting a "hot shoe" in a prone position (though we are both partial to a mud-splattered male pretty face). It's a pleasure to read something about women riders that isn't cutesy or patronizing.

Granted, we may never blow off Roger DeCoster on an MX track, but we are competitive in our own field. Your story assists us in explaining to male chauvinists everywhere that a lack of balls doesn't necessarily rule out a good deal of brass.

Sheila Warden, Assoc. Editor
Lynda Kulp, Editor
SOUTHWEST CYCLE NEWS
Oklahoma City, Oklahoma

PLUGS

I would like to thank Baz for informing your readers of my little secret about growing spark plugs. How you found out, I'll never know. I have found I can make regular plugs grow in about seven weeks, and mini bike and chain saw plugs grow in half the time. But I slipped up once, and instead of one tablespoon of fish emulsion, I used two, then went on vacation. What am I going to do with a six-foot-tall spark plug?

Ron Malan
Ogden, Utah

We understand the Jolly Green Giant is entering the second annual Corn-O-Cross on his El Jumbo MX, and is looking for sponsors.

MAICO VS. HONDA

After reading your test on the 250 Maico, I trotted out and bought a new one. But not on your word alone, because there are other magazines who like Maicos, too. After reading Greg Vietz's remarks — almost hostile — on Maicos, I was puzzled. You raced the bike and said it was fast, and I've raced mine twice and can honestly say an Elsinore has never beat me to the first turn (with the stock pipe and Skyways silencer). Maybe the reason Greg hates Maicos is because he can't figure out how to pass one in the rough.

Hamilton Barnard
Seal Beach, California

YAMAHAHAHA

Everybody knows that Yamaha is the best bike built, and Honda is the worst bike slapped together.

About the funniest sight I have ever seen was a Honda trying to beat a Yammie in a motocross. Elsinores will do for dummies, but I would not have a stupid four-stroke — especially a stupid Honda. People with good motocross brains will buy a Yamaha YZ any day before they buy an Elsinore.

The Yamaha Kid
Hillsborough,
North Carolina

You're right. Those four-stroke Elsinores ain't nothin'.

TRY SOME ELMER'S GLUE-ALL

I've been eyeballing the big-time motocrossers and find they all are moving their shocks forward. I figured this was the hot setup, so I tried it on my Yamaha 100MX. I couldn't find a hole to put the top bolt in, so I used it without the bolt (also figuring this was a great weight saving technique). It worked great for a couple of minutes, but then I endoed. I thought I had enough duct tape on it — not so! What gives?

Tony Armijo
Walla Walla, Washington

Everything, apparently.

TROUBLE

I'm not bitchin' at you or nothing, but watch the stuff you're saying about firearms. They got enough trouble now. I'm referring to the article on Pete McGill.

George Gouger
Mecosta, Michigan

Got enough or cause enough?

DON'T LISTEN

I just recently acquired a Bell Star full coverage helmet from some fat dude with a red nose and a big white beard. He has the trickiest GP sled you ever saw! But I'm not sure if this Roger DeCoster of the rooftops knows what the recent hot items are. I've been told that if you fall right, the helmet could break your collarbone. But then I see that Kenny Zahrt wears one, so I don't know what to think. Please set me right.

Dave Durst
Berea, Ohio

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If you fall "right," you'd be amazed at what you can break. But don't blame it on your helmet. Yeah, Zahrt wears one. So does Mike, and he falls down more than Kenny. Like he says, "If you dig teeth, you'll dig a full coverage helmet." He should know.

ERP

To Whom It May Concern:
"Why MXA won't test the 250 Montesa VR." Multiple choice:

a. Kenny Zahrt doesn't ride one.

b. Because only two riders scored more points in the GP than the many golden Elsinores.

c. The Encino Businessmen can afford a \$1500 Husky, but not a \$1400 Montesa.

d. Erp!

e. All of the above.

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MORE DIRT

Yet more news on the political front:

Following a barrage of criticism in this and other publications of California Assembly Bill 1421 (the amendment to California's "green stickie" law which would have required that all competition vehicles, even those operated on private land, have registration stickers to the tune of \$15 each — WFO, August 1974), assemblyman Gene Chappie, author of said bill, authored and pushed through AB 3839 which rescinds AB 1421. Which may strike some as a waste of time, newsprint and the taxpayer's money, but at least we're back where we started — which is a lot better than where we were going.

We will not bore, amuse or amaze you with the rationale Mr. Chappie's office gave us over the phone for his change of heart. Besides, we're not absolutely sure we could explain it to you the way they did to us without appearing a wee bit ga-ga. Suffice it to say that if you operate a motor vehicle off-road, in an organized competitive event, on a closed course in the state of California you won't have to register. If you do anything else you still have to. So there.

Folks in other states, take note. Enough of the right kind of pressure can stop these things. And if we hear of anyone anywhere sponsoring this kind of legislation, then, by gumption, we'll publish their phone numbers. Take that. *

"RAAACK"
"HACCKK"
"COUGH"

**"I HEAR
YOU'RE STILL
SMOKING"**

AMERICAN CANCER SOCIETY
THIS SPACE CONTRIBUTED BY THE PUBLISHER

WRENCH WRACING

JUMP LANDINGS

My friends and I race motocross on bicycles and we were wondering why it is best to land on the back wheel as opposed to landing flat on both wheels when coming off a jump. Does this also apply to bicycles?

Marty Feeney
Takapuna, New Zealand

Sure does. Landing on the back wheel (or the front wheel, it doesn't matter) puts the impact stress along the longitudinal axis of the frame members, thus absorbing the energy of the landing. Landing flat on both wheels puts all the stress right in the middle of the bike, crossways to the frame tubes, inviting a broken frame, or worse, a broken peg, which will give you a broken crotch. Besides, it looks weird.

PIPE DINGS & THINGS

I've got quite a few dings in the pipe on my 125 Elsinore and I was wondering if this would affect the performance to any degree of significance. Also, I trashed sixth gear and have been waiting four weeks for a replacement. What's with Honda? I've got my frame painted metalflake burgundy. Can you dig?

Ted the Head
Cincinnati, Ohio

I can dig it. Dings in the pipe are like broken bones: It depends on how many you've got before you start slowing down. If your pipe is mashed flat, obviously it's going to hurt performance, but a few dents here and there won't slow you down too much. Dings on the header pipe are worse than dings on the diffuser, which are in turn worse than dings on the baffle cone. Honda is nowhere on parts for the Elsinores. The racing

team can't even get parts for their bikes. Write American Honda a letter telling them what you think about their parts inventory. It couldn't hurt.

HOLE IN PISTON, CRUD ON POINTS

It was good to see the test on the Combat Wombat. I have one and I really like it but the points are always getting dirty somehow. After the first three races the bike became hard to start so I had to clean the points with a piece of cardboard. Next time I wanted to fire it up I had to take the cover off and do it again. Anyhow, the piston has a hole in it. How often should I expect to have to change the piston? And you said there were many extras and accessories for the Hodaka. I haven't even seen a manual for the Combat Wombat, let alone any kind of trick stuff.

David A. Warr
St. George's, Newfoundland

Write Cycle Products West, 11900 W. Pico Bl., West Los Angeles, California 90064 for their Hodaka catalogue. They've got everything for Hodakas. Your points problem and piston problem could be related. Holed pistons are usually caused by trouble in the ignition. Do you have the right spark plug? An L-2 or L-3 Champion does it. Your points are probably getting mucky because a worn magneto seal is letting crankcase pre-mix vent onto the points. At any rate, it sounds like it might be time to tear down your motor, replace worn seals and give everything a general checkup.

'NOTHER HOLED PISTON

A couple of days ago I was riding my bike when I heard a pop from the cylinder. Then the

engine went dead. At first I thought the spark plug had fouled, but when I got it home and pulled the head there was a dime-size hole in the piston. Also, before the hole got in the piston, whenever I would start my bike it would take off as if the throttle were opened halfway. I tried adjusting the play in the throttle cable but it still felt as though the throttle was open when it was closed.

Jim Pykonen
St. Clair Shores, Michigan

You've got an air leak somewhere. When your motor revs like that, it's because air is getting into the intake system, causing the bike to run way too lean, and will eventually cause piston failure. Things like a blown base gasket, worn crank seals, a broken or cracked carb slide, a worn-out carb, a loose or cracked intake hose, a broken case or poorly joined case halves or a blown head gasket will cause air leaks. Happy hunting.

DEALER RIP-OFF

Dirt Bike Magazine has been running an article on parts prices for 125s. DB says that a piston and rings for my Elsinore would cost \$15.64. They also state that shocks would cost \$35.18 each which means \$70.36 for two. Well, the local Honda dealer says that piston and rings would cost \$23 and two shocks would cost \$95. Way back a long time ago, you guys said Yamaha had a policy that dealers had to sell parts at the factory's suggested retail price. Does Honda have the same policy? If so, what can I do to make my local dealer obey that policy?

Barry Billington
Waco, Texas

*Hold a gun on him. Either that or write to American Honda explaining your problem. If they've got any moves at all, they'll at least answer. If they don't and you really feel like you're being ripped off, write your local consumer fraud division of the state government. That's what you pay taxes for. Company policy or no company policy, most dealers charge anything they want for parts. Bummer, eh? **

DEALERS WELCOME

Gary Jones

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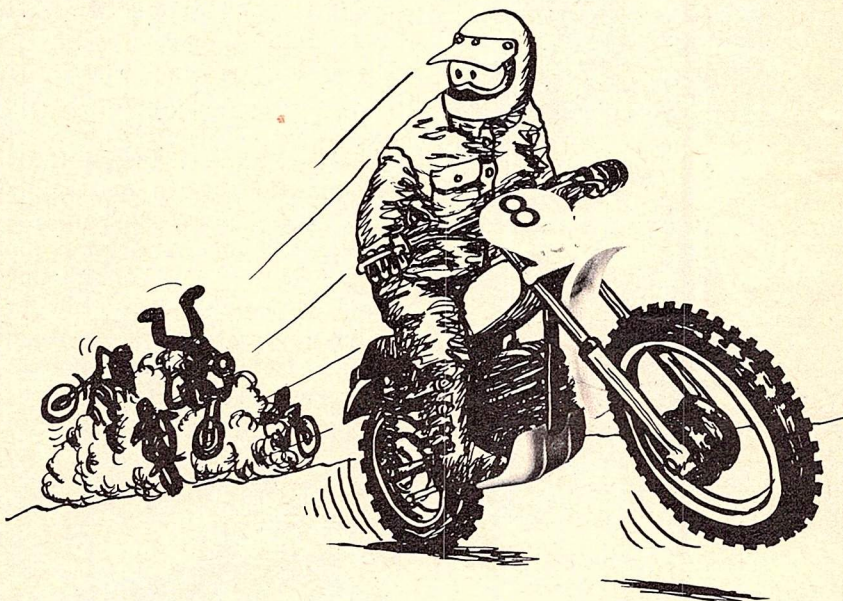
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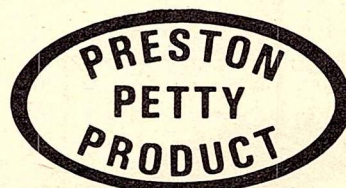


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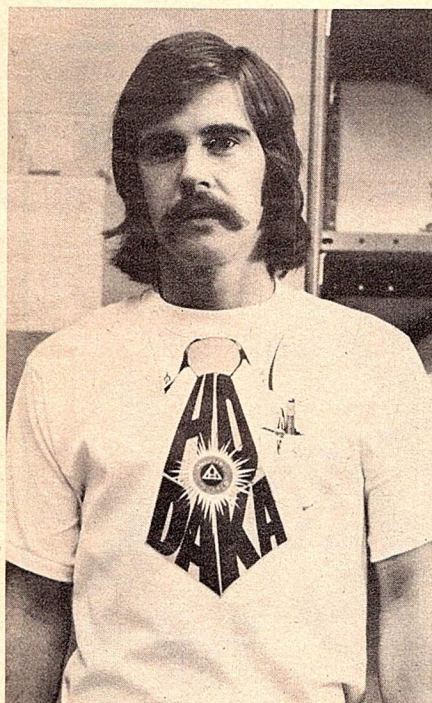
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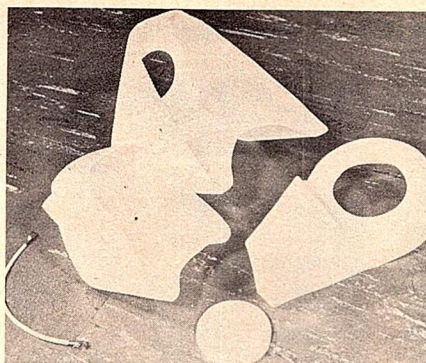


TRICKS FROM THE TRADE



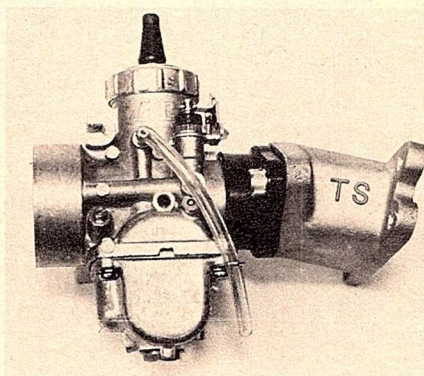
THEY'LL GIVE YOU THE...

...shirt off their rack! Get it?! The shirt off their *rack*! Ahhahahahaha. Anyway, Webco Inc. is now offering all sorts of standard name brand T-shirts, sweatshirts and jerseys. Furthermore, with all facilities in-plant to handle their thermo-plastic reproduction process, Webco is able to give dealers a free custom design service so that shirts can be done up in individual formats. Thermo-plastic designs are supposed to provide brilliant, non-fading colors which last longer than the garments on which they're imprinted — which could be pretty bizarre under the right circumstances. Write for the latest Webco brochure showing all their nifty shirts, at Webco Inc., Dept. MXA, Box 429, Venice, California 90291.



TRICKS FROM THE LATIN AMERICAN CHAMPEEN

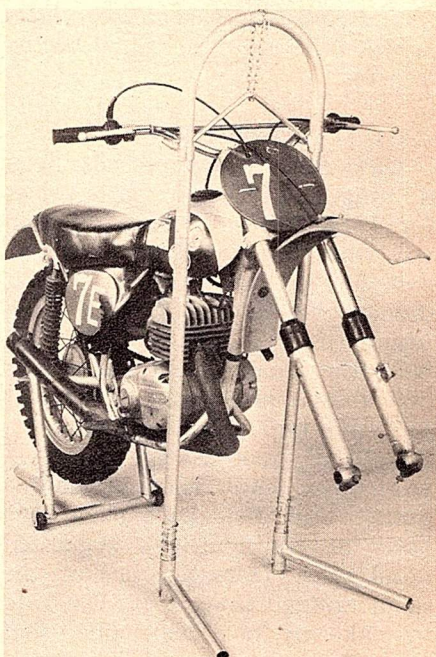
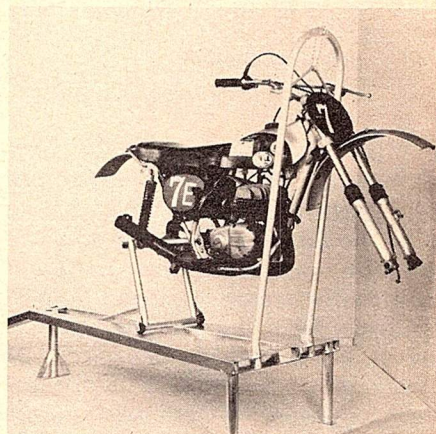
Our ol' buddy Wyman Priddy is now marketing these lightweight, durable plastic air boxes for CZ, Maico and Husky. What's more, the CZ box is supposed to be easily adaptable to the Honda Elsinore, Penton, Kawasaki and Cooper. So what more could you ask? Well, how about lavish lashings of tough, pre-stressed polyethylene plastic and saving three to six pounds over stock boxes? That grab you where you race? Also new from Priddy Racing Products are polyethylene fenders for CZ, Maico and Husky, and plastic seat backs for CZ. Wyman don't miss a trick, but then he ain't Latin American Champeen for nothin'. You can buy several from Priddy Racing Products, Dept. 12, Dept. MXA, 2938 W. Division, Arlington, Texas 76012.



THE CONTINUING HOT SETUP

The CZ experts at Triumph-Suzuki Motors are now offering these complete Mikuni carb kits for both 250 and 400 CZs. The complete kit includes carb (34 or 36mm for the 250; 34, 36 or 38mm for the 400), manifold and all adapters and flanges necessary for installation. The carbs are GP road racing Mikunis, specially adapted for CZs, and T-S claims they give more horsepower, easier starting

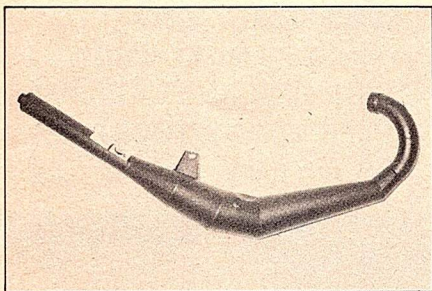
and eliminate loading up and other Jikov problems. The manifold is also available as a separate unit, for those who have their own Mikuni lying around somewhere. Full info, prices, etc. can be obtained from Triumph-Suzuki Motors, Dept. MXA, 1090 East Holt Avenue, Pomona, California 91766.



SIC TRANSIT MILK CRATES

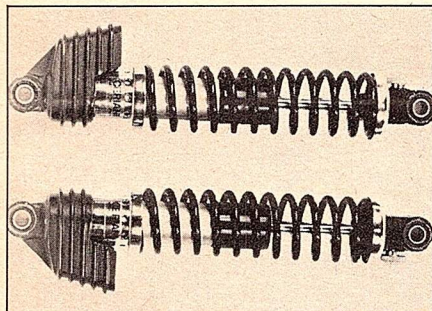
You can get right with your local dairy if you buy this special "Pit Stop" equipment from Mark Charles, because you won't have to rip off their crates anymore. Several models are available, including the platform set at \$119.50, and the free-standing loop at \$49.50. Either model makes maintenance on any dirt bike much easier, and no lifting is required. Look at it this way: Jim Pomeroy used one during the Trans-AMA last year, and he

wouldn't have been able to go that fast if he'd had a hernia. Complete information is available from Andre's Distributing Co., Dept. MXA, 3515 W. Alameda, Burbank, California 91505.



HONDA POWER PIPES

J & R Expansion Chambers is now manufacturing their Power Pipe for the Honda Elsinores. These pipes have been race and dyno tested, according to J & R, and are manufactured carefully to ensure perfect fit. Contact J & R Expansion Chambers, Dept. MXA, 708 Monroe Way, Placentia, California 92670.



GAS

Alsport Distributing is now stocking the all-new Ceriani Gas Suspension shocks. Available for the first time in the U.S., Ceriani gas shocks come in 12, 12 3/4, and 13 3/4-inch lengths, with 75, 80, 90 or 110-pound spring rates. According to Alsport, these units have been tested in European racing for the past two years, and were proven to solve the heat buildup and damping fade associated with conventional shocks. Two models are available: the adjustable type, with a gas reservoir, and a knurled knob at the top which permits adjustment from firm to soft (shown); and a standard model without reservoir or adjustment knob. Order from Alsport Distributing Co., Dept. MXA, 233 Seventh Avenue, City of Industry, California 91746. *

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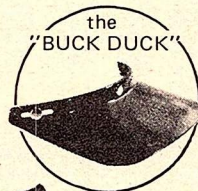
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RACE TEST

HONDA 125/250 ELSINORES

IT SURE IS NEAT WHEN YOU
FIRST FALL IN LOVE, BUT
AFTER LIVING TOGETHER
FOR A YEAR...

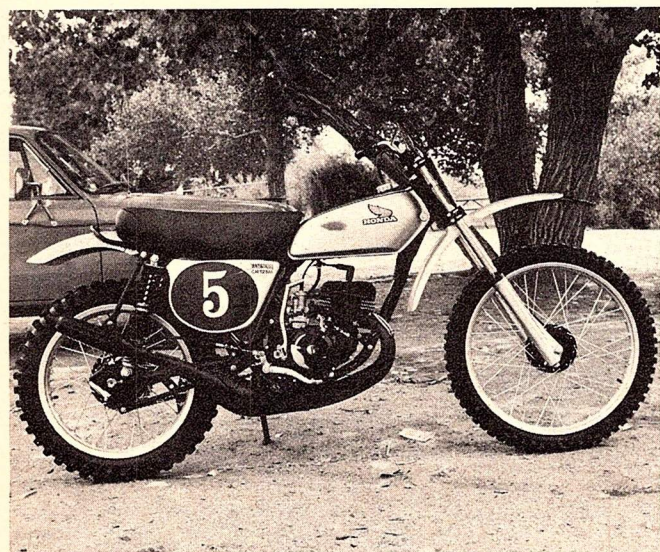


A bunch of dirt has gone under the MOTOCROSS ACTION knobby since a year or so ago when we first tested the miracle-crossers from Honda. In those days when MXA was just a fledgling mind product of two spaced-out motocross freaks and

couldn't pick up much in the line of hot irons other than Suzuki TMs, Yamaha MXs and a Carabela, the Honda CRs felt like gifts from heaven, packages from Colombia, the Tokyo Gold of Japan.

At 215 pounds the CR250 was a mindtweaker, springing its svelt

complexities away from a pack of 230-pound lard heaps playing "break you, break me" in Elsinore dust. Ornaments like D.I.D. rims, an alloy tank, chrome moly in the frame, plastic body work and a fuzzy foam filter sparkling luridly behind its reasonable price tag



The CR125, still on top of the heap.



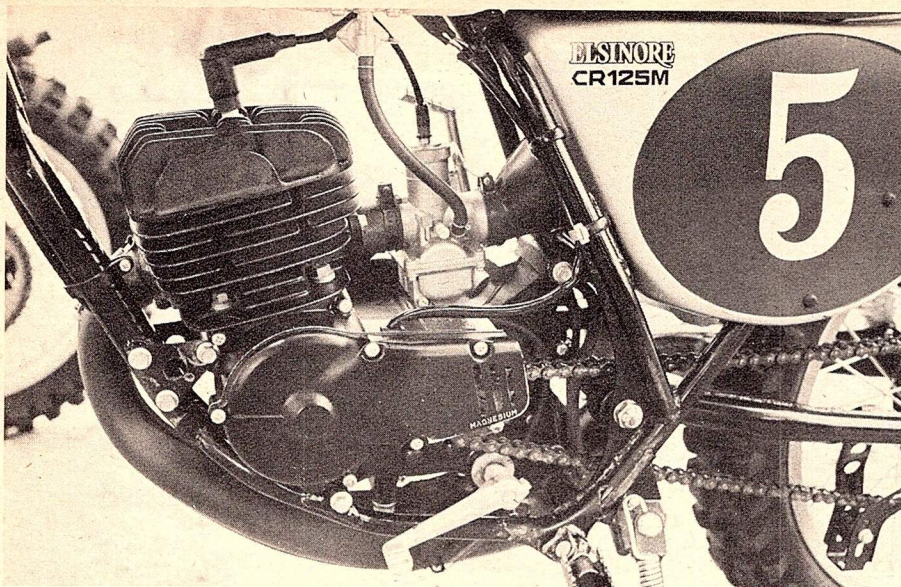
The CR250, isn't any worse, the competition is better.

made the Elsinore real birthday bait, graduation graft, and an extremely marketable item. A deceptively eye-popping mid-range power delivery coupled with a slightly radical rear weight bias made believers out of even the most adamant "Doubting Joels",

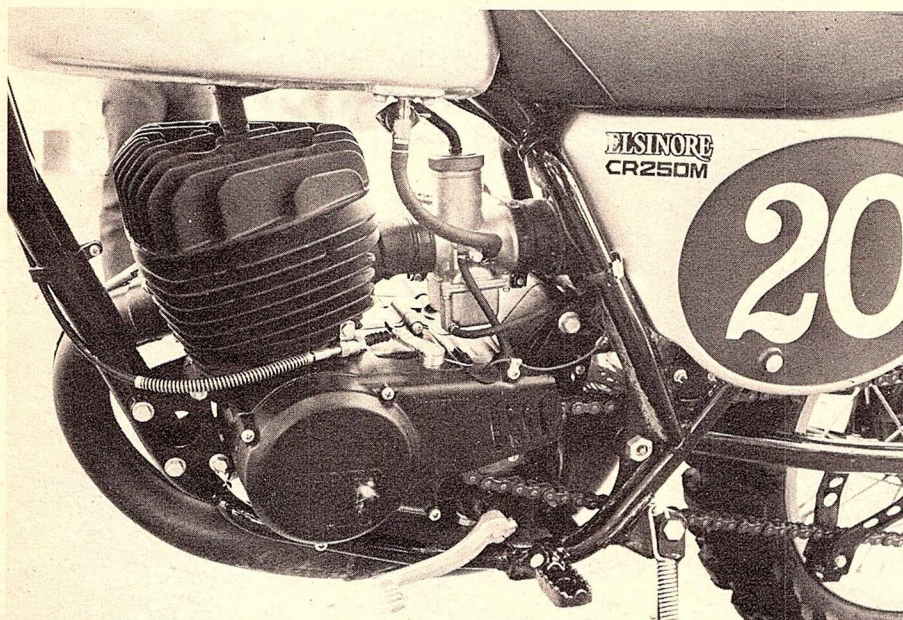
turning Novices into Juniors, Juniors into Experts, changing the oil in motocross minds everywhere and shifting the balance of influence, at least temporarily, to the Orient.

And the 125, the most sought after, owned and cherished

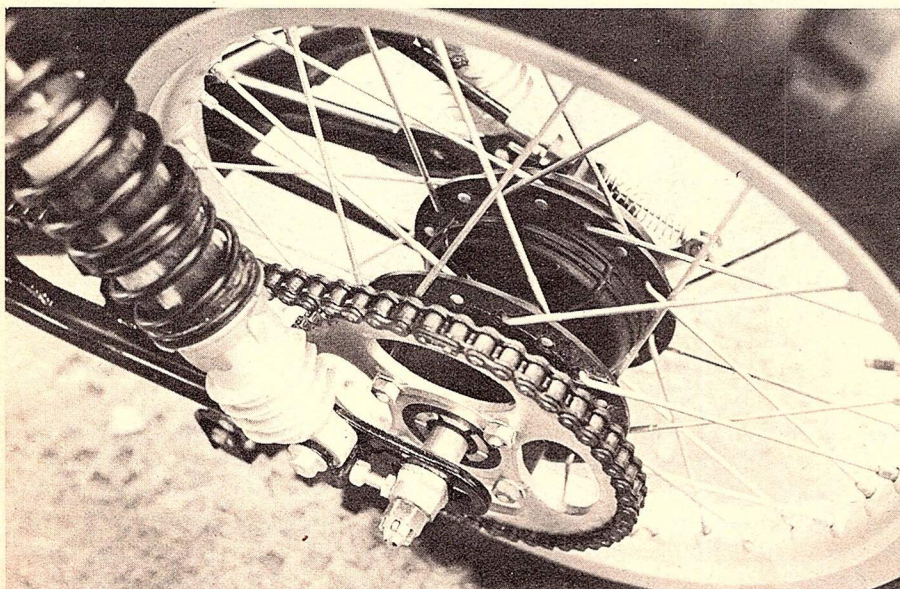
motocrosser since the yellow-tank CZ. Crowded grip to lever at the starting gates of 125 Novice races from Pepperell to Saddleback, the Elsinore brought the small bore class into perspective, returning competition to the rider level, each secure in the belief that he



The 125 six-speed is dynamite 'til it heats up.



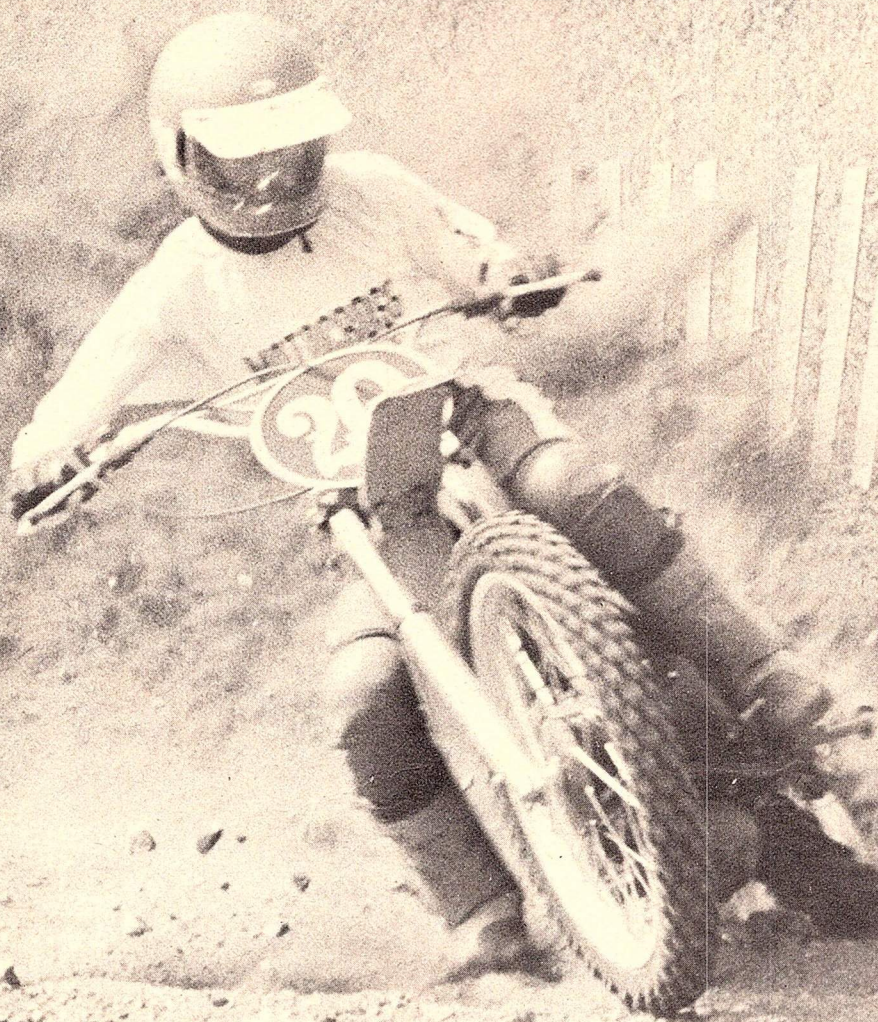
Plenty of mid-range but nothing on top to excite you.



Sprocket bolts on the 125 require checking once a week.



was unbeatable because he rode a Honda. Chrome moly frame, long, smooth, unbelievably plush forks with geometry that worked, shocks that worked, a six-speed gearbox that worked and a hair-raising power shot — all retailing well within the financial confines of the masses — made the dream of owning a *real* race bike a reality for thousands. As with the 250, the formula was to shore up rider confidence, releasing him from the duties of controlling the bike so that his own abilities could flow. The novice needed the bike while the expert was beyond it, which probably explains why the Honda never seriously broached the powerfully Pentoned ranks of the professional 'til Don Emler



built one for Marty Smith.

* * *

A year later we sit here in the pits propped up against the side of the Bazmobile shirtless in the hot sun and half empty bottles of Dr. Pepper stationed 'twixt our Bill Walters, pondering the Elsinores. Not one screw has changed. Each nut, each bolt, each inch of frame, each angle of bend, each thousandth of clearance, every quantity of potential is as it was then; for Honda has seen fit to coast content with their machines, ecstatic over their sales figures and mindless of their competition. We, however, those of us who are fortunate enough to know how to ride motorcycles, type and take pictures; and who now sit in

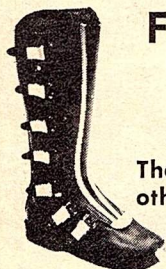
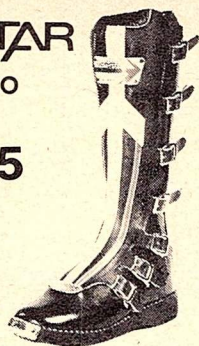


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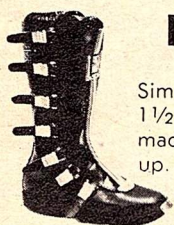
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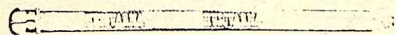
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*Honda factory mechanic, Roy "Tuner" Turner,
finds out first hand why his riders bitch about the "stocker."*

judgement, have changed. Our bodies have hardened, our muscles keened, our reflexes quickened, our abilities to communicate with the machines and decipher their reactions have sharpened and our knowledge of the equipment has broadened. We've tested the Penton, the Husky, the CZ and the Maico, the Montesa, the KX, the YZ and the Bultaco. We've learned a little about what good is and isn't. Most important, we've

learned, within the limits of a year's experience, what the Honda is.

THE 250

Honda's own Product Testing department, championed by world famous magazine personality George Etheridge, will be the first to tell you the 250 Elsinore isn't all it could be. In fact, it isn't even nearly all it could be. Their efforts in testing and modifying the 250



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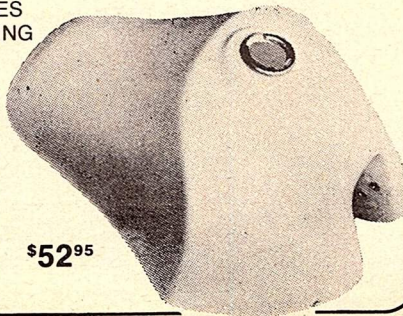
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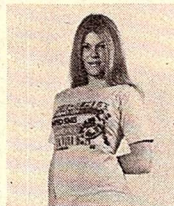
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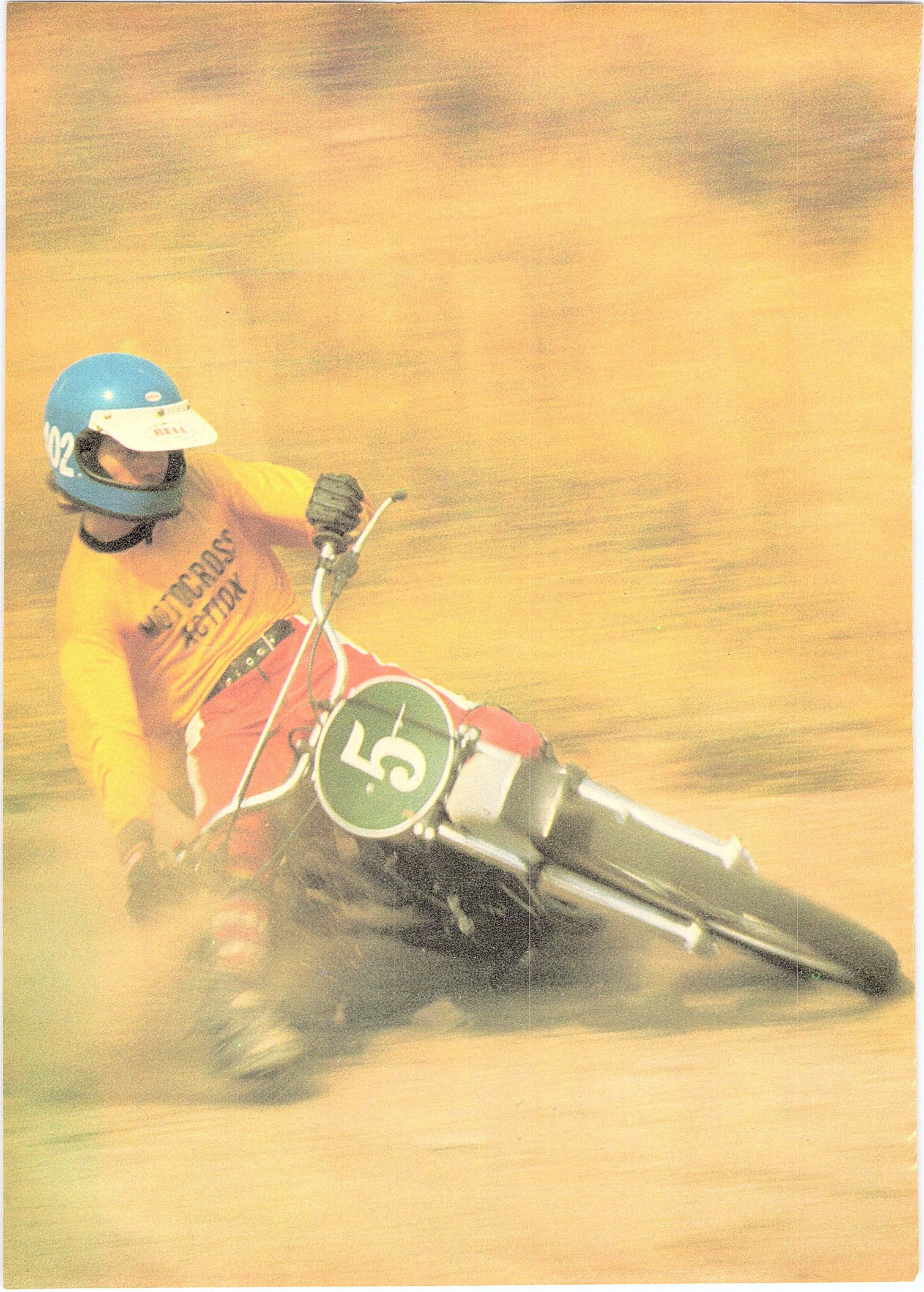
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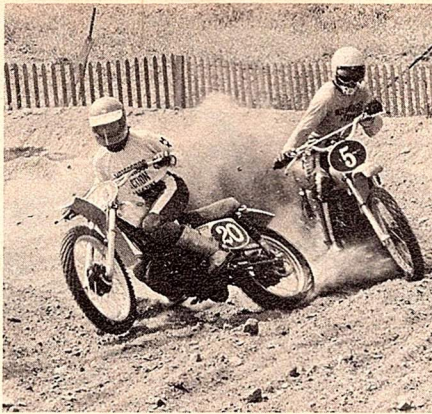
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Bazzar puts the power to Zahrt... but gets his when they switch bikes.



the fiber bushings and recommends that you grease them after every moto. We recommend you throw them away and put in some bronze ones.

There are other flaws in the 250 as in any bike. There are occasional stories about broken chains hurling themselves through expensive engine cases (we did that once), and shocks blowing out after a couple of races (we did that, too); but this is a racing machine subject to the demands of racing — and oft times the

Cont'd. on page 51



Paulette went nuts on the 125. In fact every girl who tried it wanted one for her birthday.

exceptionally good handling and fast motocrosser with hardly any relationship to the original Elsinore.

But where does that leave the original Elsinore, the "stocker" as most of us snooty racing fraters have labeled it? Probably sitting in the garage, infuriating its owner with a plague of recurring gearbox failures, piston failures, a loose swingarm and a long list of parts on what seems to be perpetual back order. Gearboxes more or less go away in the area of fourth gear, and with assorted bent forks and shafts. Honda informs us that all gearbox problems have been sorted out and that the next time you blow yours, the new parts at your dealer's will last forever. Piston failures occurred when the ring keeper pin backed out of its hole, causing the ring to rotate and catch an end on a port. Again, Honda has informed us the problem has been taken care of. Swingarm bushings, made of fiber, go away very quickly (like the first race on our test bike), and cause some hairy handling responses when the tolerances get loose at the pivot. Honda still uses

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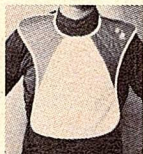
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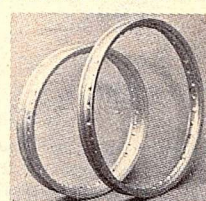
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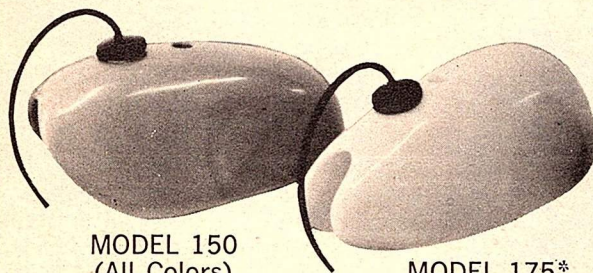
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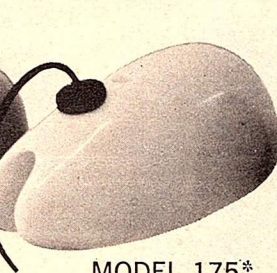
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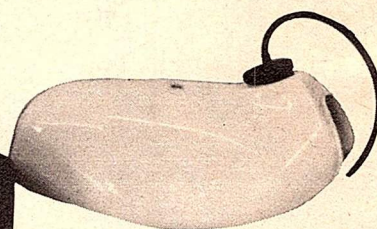
MODEL 150
(All Colors)



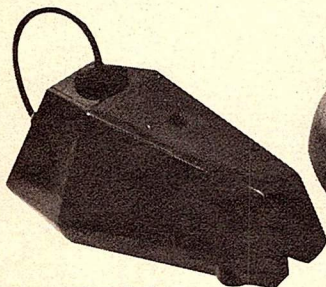
MODEL 175*
(All Colors)



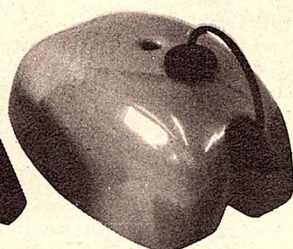
BULTACO REPLICA
(Colors-R, B, S)



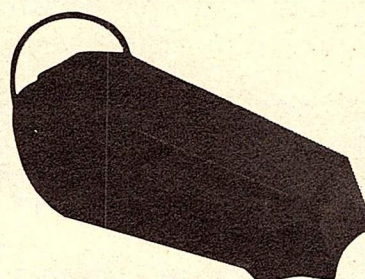
YZ* REPLICA
(Colors-Y, S, W)



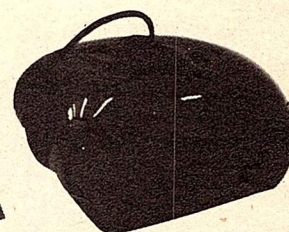
CZ REPLICA
(Colors-R, W, B, Y, S)



MODEL 320*
(Colors-R, W, B, Y, S)



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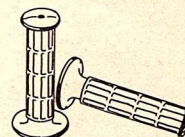


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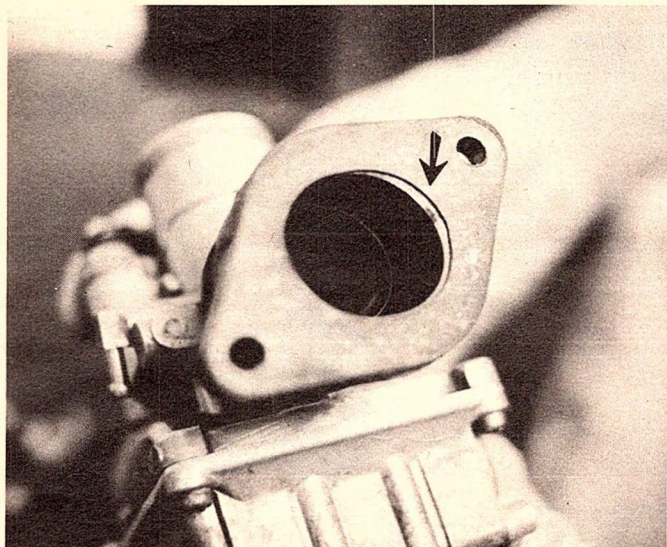
The 125 Honda motor, in stock form is one of the hottest in the business. It's also one of the rattiest in terms of quality control and tolerances, which makes it pretty surprising that it goes so fast in the first place. But that

makes things more fun still, 'cause when you clean up the off-tolerances and knock back the dingleberries, the power gets healthy and that makes for fast traveling.

Cycle Products West, our local

competition shop, does its thing to Honda motors, making them smooth and fast. They've found that the 125 engines will vary from unit to unit as much as a whole millimeter in port

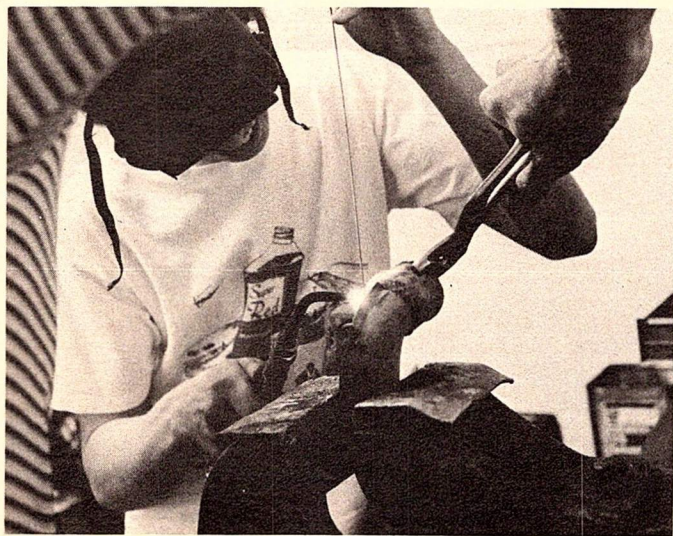
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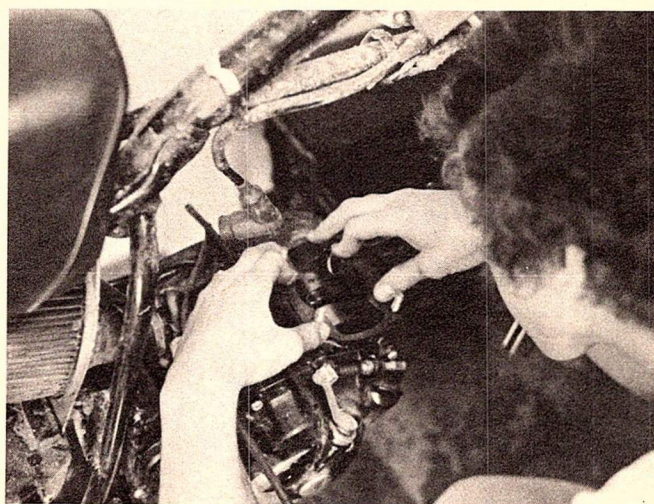
Easy stuff first, like matching the intake pipe to the gasket to the barrel. This one was way off.



A half-inch section is cut from the header pipe to give it more revs and top end power.



Then the mounting flange is expertly welded back on.



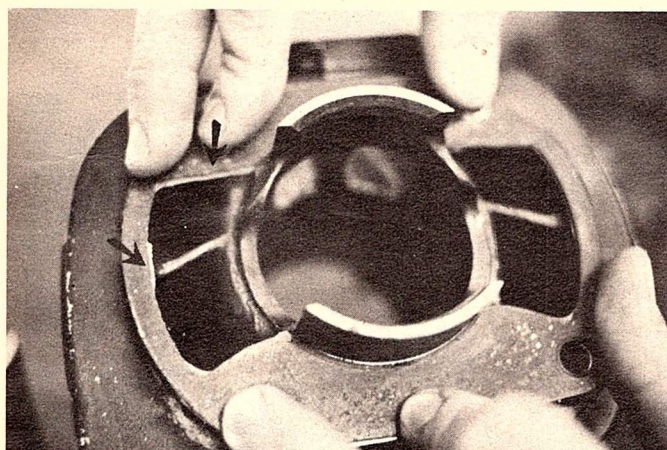
The base gasket is compared to the transfer cutaway and any overhang is marked.



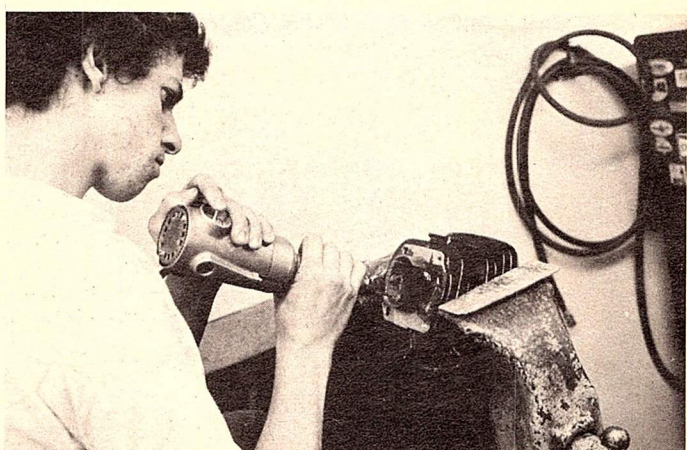
See? Even a small section of gasket protruding into the transfer area will screw up a healthy flow.



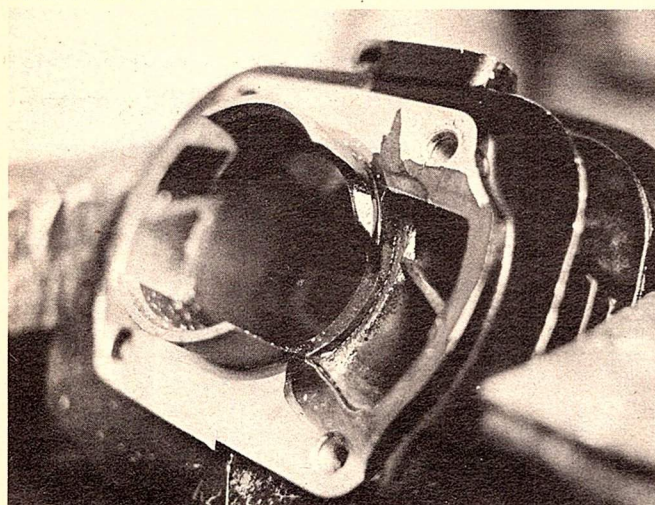
Using highly specialized trick factory tools, T.M., shop wizard, puts the fix on the base gasket.



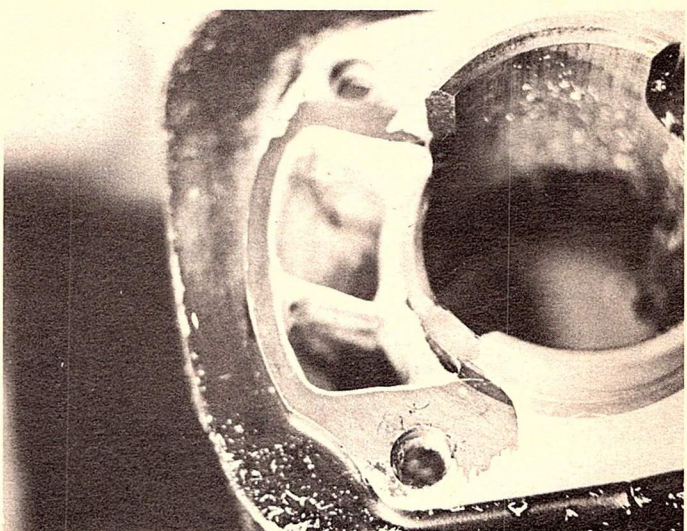
The modified gasket is matched to the bottom of the barrel. This was a good one. Some barrels aren't even close.



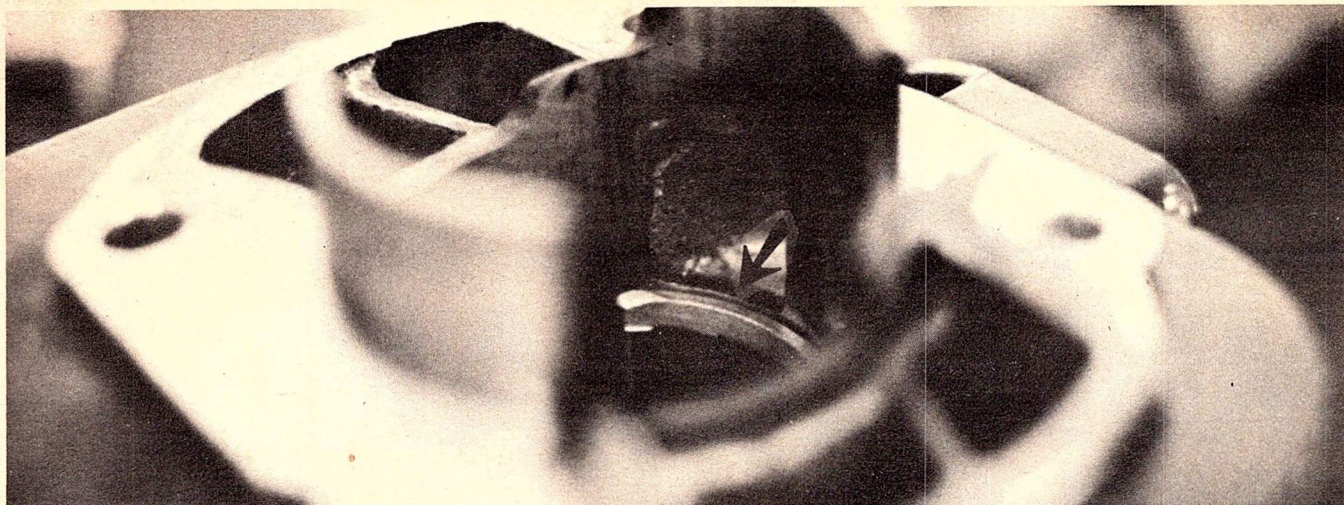
After blueing and scribing the areas to be cut, T.M. moves in with the grinder.



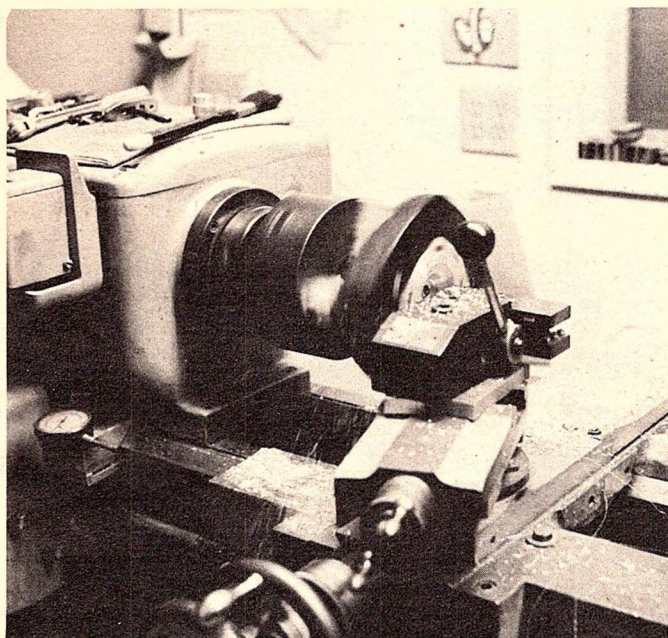
Before. Notice the rough transition from the cylinder liner to the barrel casting and the flat-faced transfer bridge. Boo.



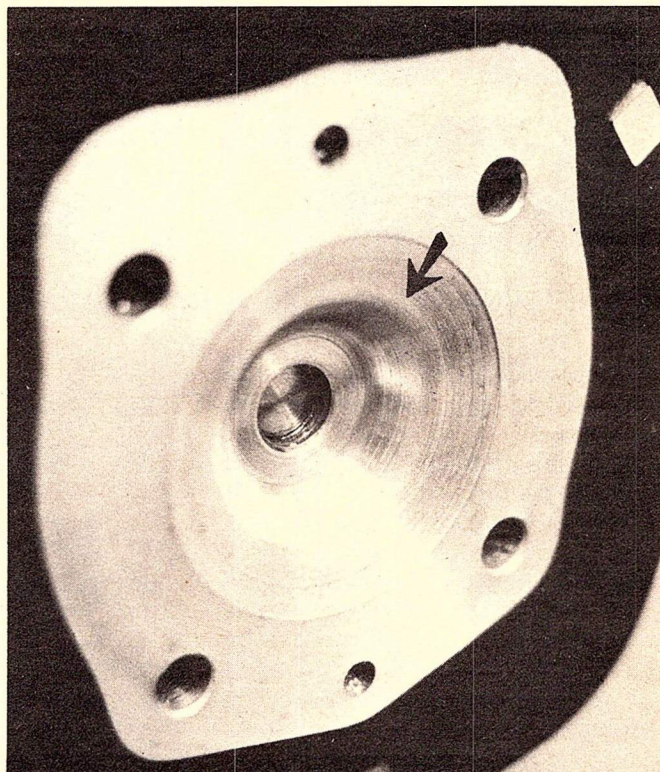
After. Smooth transition, knife-edge bridge and the ports are matched precisely to the cases. Yea.



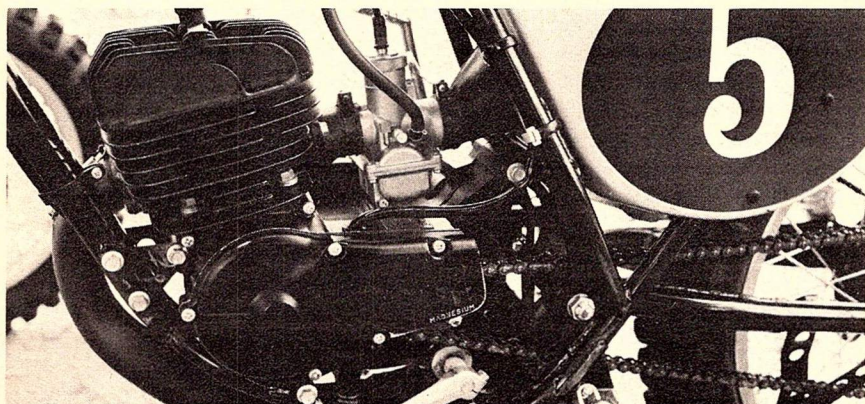
Intake ports are lined up with the piston skirt at top dead center. On this unit one port was OK, the other was a half-millimeter short.



In the clandestine CPW machine shop, .030 is milled off the head and the combustion dome is reshaped.



The reshaping merely eliminates the ledge in the combustion dome, allowing a smoother flow to the squish area.



The finished product. Doesn't look very trick, does it? It really isn't, but it sure makes a big difference getting up hills and exiting turns. Just good thinking and careful work is all it takes.

dimensions, and that the transfer and intake matchings aren't even in the ballpark. It's just a question of getting the ports where they should've been in the first place, better known as blueprinting. It's easy to do yourself, following the pictures, or you can have CPW do it for you. \$50 for the barrel, \$12 for the pipe and \$12 for the head. They've got a bunch of other trick items for the Hondas like a radical pipe, special heads and stuff like that. You can work it out with them by writing CPW, 11900 Pico Blvd., W. Los Angeles, California 90025.

*

PRODUCT EVALUATION

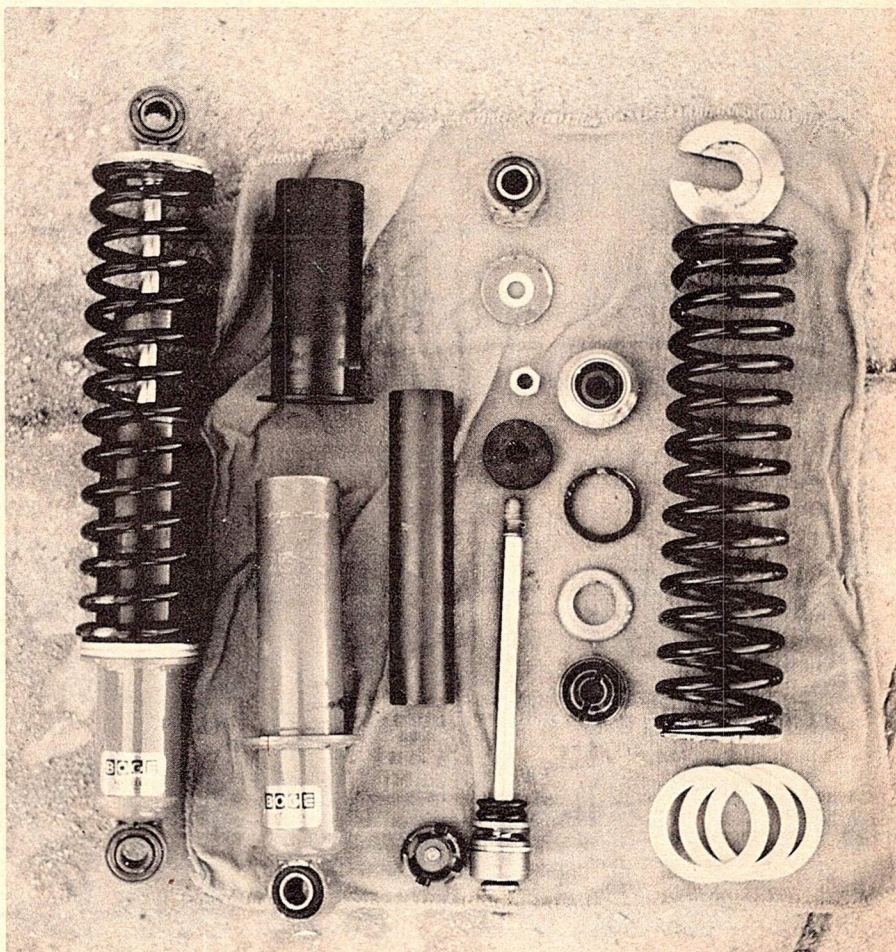
BOGE MULHOLLAND SHOCK ABSORBERS

AN ALTERNATIVE WAY TO CUSTOM TAILOR YOUR SUSPENSION

Everybody's thinking all the time. Right now the hot item in motocross is rear suspension, something that up until recently has been more or less taken for granted. You worked with what you had 'til that didn't work anymore and then you bolted on a pair of Konis. Those Konis represented all that there was, the farthest advancement in the field of motocross rear suspension. The pros use them, right? That sorta gave you a clue, right?

In the past year, attitudes about shock absorbers, springs, swingarm and suspension design have changed radically. Go to any race, especially a pro race, and you will spot a half dozen or more *different* types of rear suspension. Everybody's got their own ideas, 'cause everybody's thinking all the time.

Some slick people at Boge Mulholland have been doing more than their share of the thinking. They theorized the motocross market would be in need of a shock absorber that could be adaptable to these various suspension designs. Like the Koni, it had to be adjustable, both in damping pressure and spring rate. But in order to endear it to the budget-minded American market,



The Boge Mulholland shock system. Conventional but well made. You can strip it down like this in a couple of minutes.

it had to be easily rebuildable with parts readily available.

So they built one. The Boge Mulholland motocross shock absorber comes in five sensible lengths; 10.75, 11.75, 12.25, 13.0 and 13.5 inches. Each shock can be fitted with one of three different return damping valves, two down damping valves and one of eight different straight or progressive springs. The shocks are extremely well made with good quality control and excellent materials. Each unit can hold up to 110cc of shock fluid (that's a lot) and they're designed to work

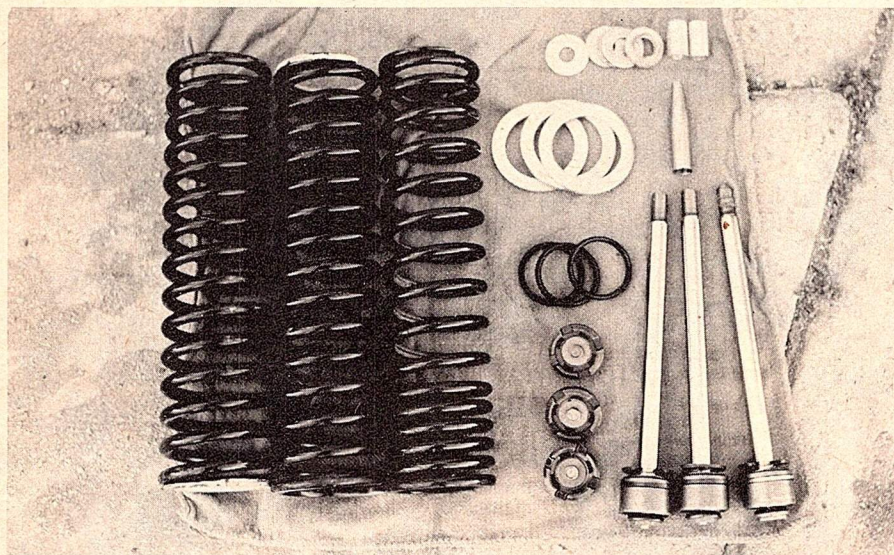
with Molly Blue medium and light fork oils, also available anywhere. All seals and O-rings are replaceable and the unit can be completely stripped down and reassembled in five minutes using a one-inch socket, a 13mm wrench and a breaker bar or large screwdriver.

Sound too good to be true? We're checking it out. Tripes Racing has supplied us with a set of Boge Mulhollands and a selection of damper valves and springs. Initial tests conducted on the Montesa VR (MXA, Sept. '74) produced favorable results. After

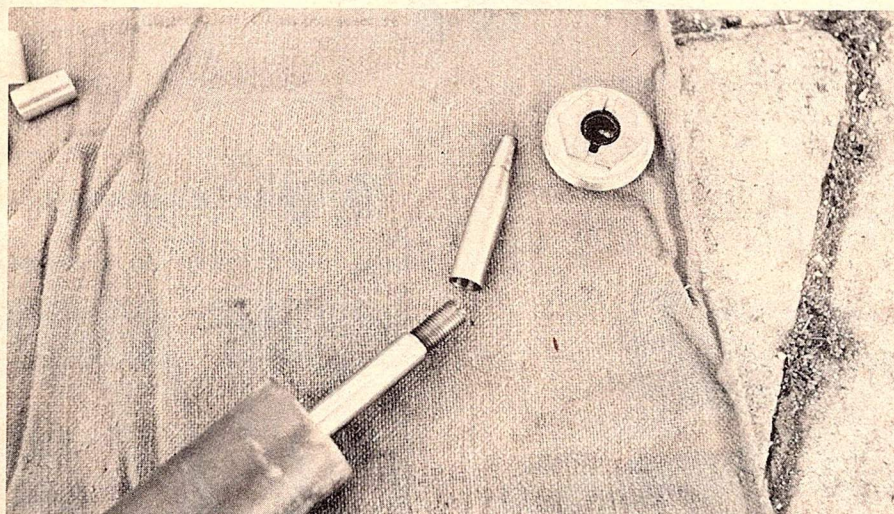
winning the 250 Intermediate class at Goleta, Baz commented: "The shocks worked really good. Very solid, very controlled, and they didn't seem to fade although they got pretty hot. I was dicing with this guy on a Bultaco and I could see his back end hopping quite a bit down this one hoopie section while the Montesa kept much more stable. You can actually *feel* the Boges working, stroking, just like the forks. They feel good."

We'll be doing extensive testing on the Boge Mulhollands over the next few months, including a forward mounted set on our Mammoth Mountain Motocross MXA Team Honda entry. Test results will of course go directly to you.

In the interim, if y'all have a hankerin' to latch on to a pair of these beauties, here's a neat thing you can do. Write to Tripes Racing Inc., 8538 Organdy Lane, Santee, California 92071, telling them how much you weigh, what kind of bike you have, what size, what size shock you need and how you're going to mount it (standard, moved forward, laid down), including measurements. In other words, give them an idea of your suspension requirements and they'll send you their estimation of what size shocks, dampers, fluid and springs you'll need, plus the name of your nearest Boge Mulholland dealer so you can score the stuff. They may not hit it spot on, but they'll put you on the right road toward your own custom tailored rear suspension. Look out, Ake. Americans everywhere are thinking. *



Tuning parts. Different damping valves and springs plus spring shims and Molly Blue for fine tuning. O-rings and seals are for the rebuild.



Bullet Head tool covers the threads to protect the top seal when you slide it down over the piston rod. Clever.

Price List

MX shocks	\$47.95 pair
Springs	\$11.95 pair
Piston rod Assy.	
(return dampers)	\$13.95 pair
Compression valves	
(down dampers)	\$ 4.00 pair
Top seal/nut Assy.	\$ 7.50 pair
O-rings	\$ 1.00 pair
O-ring seat	\$ 1.30 pair
Inner valve tube	\$ 3.30 pair
Bullet Head tool	
(see photo)	\$ 1.50 each



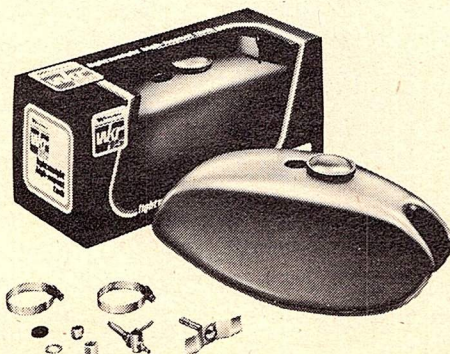
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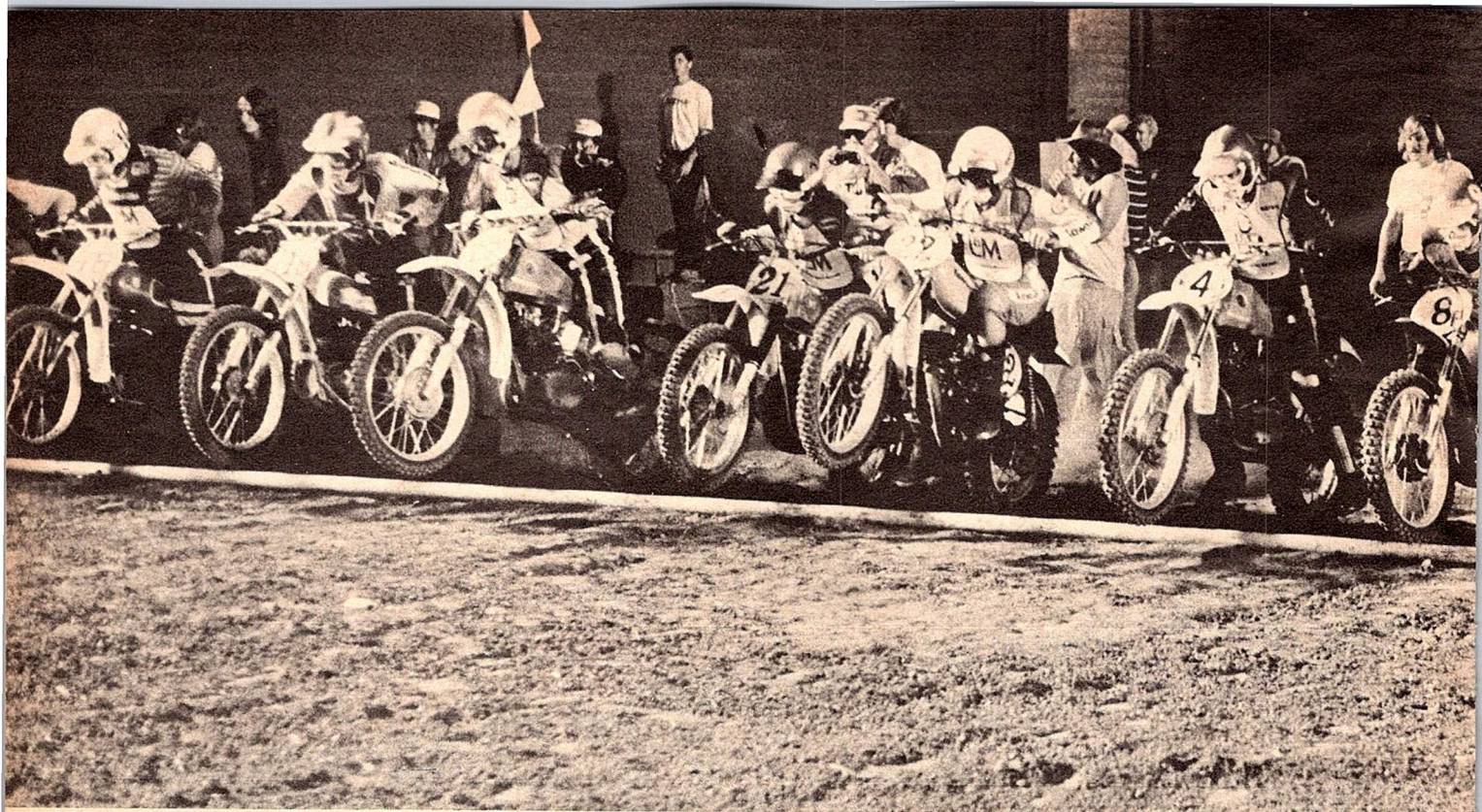
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SUPERBOWL III





Riding one of the trickiest looking rat bikes in the western world, the Champ put it all together in Moto Three.



After two relatively easy wins, the third moto came down to this — Falta moving on Tripes, with DeCoster already somewhere out in front.



I'VE BEEN HERE BEFORE

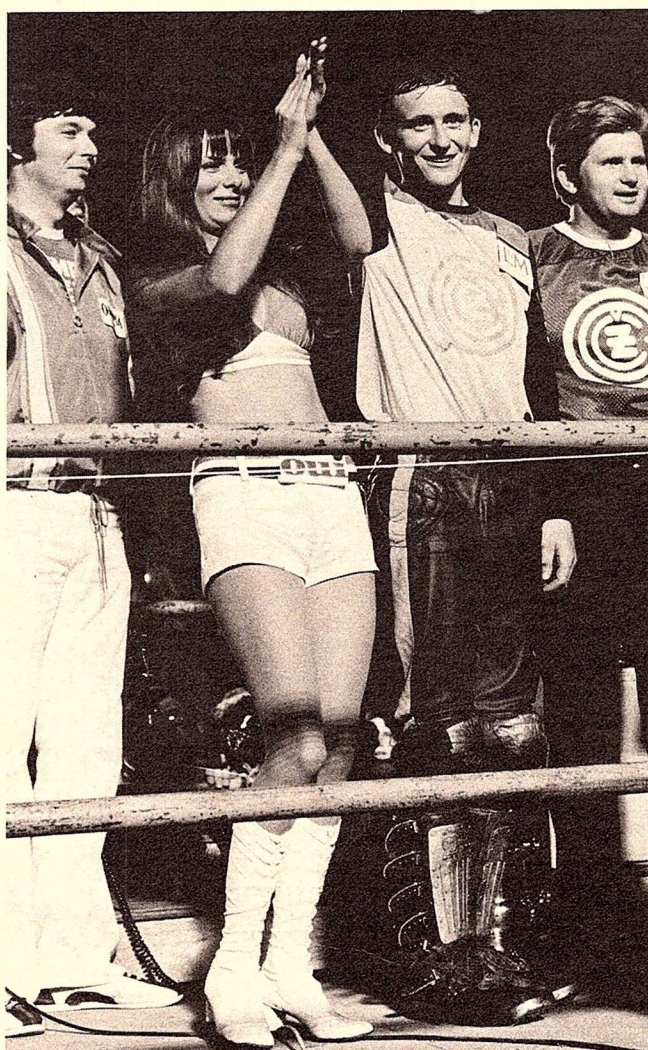
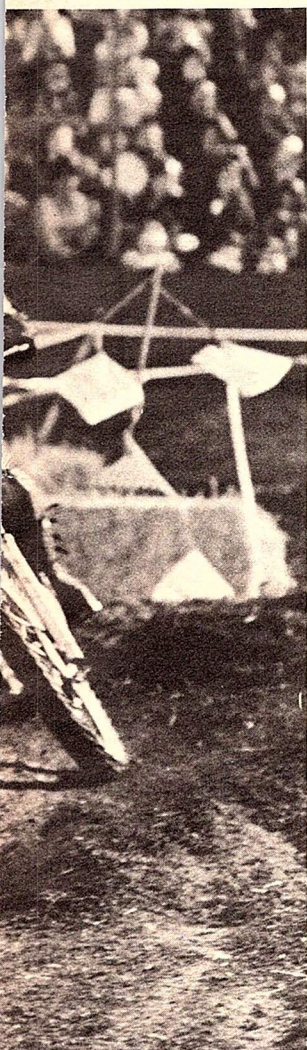
BY MIKE KERLEY

"SUPERBOWL OF MOTOCROSS III"

The name, the setting, the hysteria and the hustles were all reminiscent of football's Superbowl — more noise than deed, more spectacle than sport. But somehow, sandwiched in between all the noise and glitter and west coast PR man flack that is the inevitable accompaniment to circuses of this kind, the athletes managed to give the event a dignity and worth it didn't deserve. Proving, if nothing else, that for all its commercialism, big time motocross still isn't quite the hype that big time football has become. But then, the promoters and flacks and disc jockeys and advertisers haven't had as long to work the sport over. Just wait until television finally wakes up to what it's missing out on. The question is, would Jim Pomeroy shave his beard off on nationwide TV for the right price?

Deja vu, Scene I: It's the third moto, and Marty Tripes has grabbed the hole shot and has the lead. But DeCoster is after him and gaining, and Falta, winner of the first two motos, is after them both. The only chance Tripes has to finish any higher than third is for Falta and/or DeCoster to break or get hurt. It's only a few laps into the moto, and Marty is obviously tiring — and maybe a little discouraged at the thought of his sixth-place first moto finish. You watch him, then glance at DeCoster and Falta, and you know he's finished. Everyone must know he's finished. But the L.A. Coliseum's megamillion, if-it's-obnoxious-it-must-be-good scoreboard just keeps on flashing

Continued



Despite his impressive showing, Falta missed out on the limelight last year. This time he made sure he got to sample the winner's goodies.

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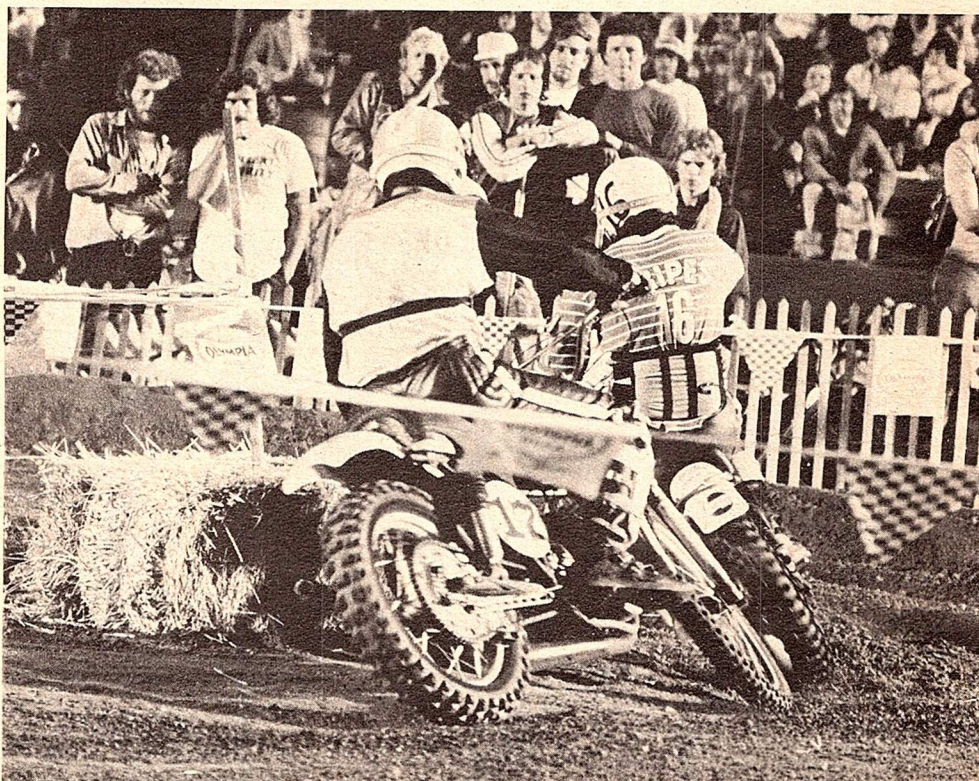
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... but he couldn't quite edge out Marty Tripes.

"GO, MARTY, GO," its computer in the throes of electronic hysteria, and the announcer continues to scream, "TRE-IPES, TRE-IPES" as though there were no one else on the course. It's the Hollywood tradition. If last year's script was a success, you don't mess it up with reality.

The racing started with the Norstar High School Championships, a 125cc race matching the winners of various high school motocross elimination races which had been held throughout Southern California during the previous months. The riders were racing for fame, glory,

OPPOSITE PAGE (top)
Falta's "Coliseum High" was the dominant theme of Superbowl III. (Bihari photo)

(bottom)

The flags in Weinert's spokes signalled the kind of night he was having.

In the last moto, Tony DiStefano hunkered down and went after the "First American" label...

free boots and scholarships donated by MOTOCROSS ACTION, but the results were pretty much determined before the event when the decision was made to let a local high school hero named Marty Smith (of Team Honda) ride. True, most of the kids in the final were sponsored riders, but Smith may very well be the best 125 rider in the nation.

The fact that no one was exactly sitting on the edge of his seat didn't seem to faze Mike Bell. Bell, riding a non-factory but very trick Honda, had shown determination earlier in the



GOODIES BY MAIL!

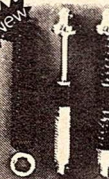
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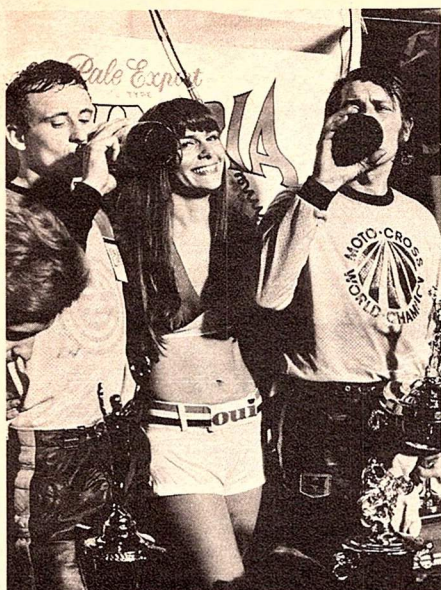
This is what it came down to in the last moto: Falta after DeCoster, this close. Did the Champ hold him off, or did Falta slow down?

afternoon, finishing third in his qualifier despite losing his pipe several laps before the finish. In the main, Bell grabbed an early lead, with Smith, Rick Bean (Honda) and Bill Glore (Honda) in pursuit. Soon, Bean had endoed, taking Glore with him, and it was all Bell and Smith battling wheel to wheel in some of the most exciting racing of the evening. Smith passed Bell over the big jump on the back straight, but Mike got the factory rider back in the turn into the pit esses. Marty looked surprised, then determined, and on the fifth lap he passed Mike and made it stick, finishing with a seven second lead. Bell finished 12 seconds in front of third place rider Garry Faulks on yet another Honda.

Deja vu, Scene II: *The meat of the Superbowl competition was sandwiched by bad vibes at either end. The Friday before the race, Suzuki factory rider Mike Runyard told us of his decision not to race because of promoter Mike Goodwin's refusal to pay start money. Runyard's decision made sense. Expecting pro riders to race in a money-making event*

without guaranteeing them a piece of the action is at best naive, at worst a rip-off. The Europeans were paid start money for the event, but Goodwin just wrapped himself in the red, white and blue and expected the American riders to salute for free. Mike Runyard didn't. Neither did Jim Pomeroy (who kicked back with the home folks in Yakima), Brad Lackey (who showed up, but didn't race), or the entire Yamaha team of Pierre Karsmakers, Tim Hart and Mike Hartwig. With most of America's top motocross guns out before the gate dropped, the Europeans vs. Americans aspect of the Superbowl simply dried up and blew away. If you're promoting entertainment, you should be prepared to pay the entertainers.

The 500 Support Class ran three motos, but only the first round was in doubt all the way. Jim West won that one, after leader Bryar Holcomb played litterbug with his Bultaco's tranny, while John DeSoto aboard a (rumor had it) 252cc YZ was second, with Maico's Billy Payne nipping at his knobby at the



Blandished by trophies, beer and one fine navel, Falta and DeCoster had to drink up to keep from laughing.

finish. The fourth place rider, Honda's Rex Staten, had spent that first moto touring the course as though it were practice, and as the bikes began to move up to the gate for Moto Two, one look at Rex should have been enough. While the other riders stood laughing, talking or quietly snake-eyeing the cobby Coliseum course, Rex couldn't stand still. Jump up on the gate, jump down, flex the knees, swing the arms, button and unbutton the jofa — Rexy's synapses were firing faster than a Cyclone with a stuck throttle. And when the gate dropped it was all over. Staten left, period. DeSoto seized his engine in pursuit, perpetuating his Superbowl jinx, and everyone else concentrated on second, with Billy Payne concentrating just a little harder than anyone else. But Jim West finished third, and that, along with his win in the first moto, put him ahead of Staten on points going into the final round.

When the gate dropped for the third moto, it was all Jim West and Rex Staten, with Rex holding a slight lead. West was pushing his radical Husky hard, and Staten — determined to have the overall — was feeling pressured. Staten's answer was some of the most incredible skyshots this side of the berserk glitterbug who intends to jump the Snake River Canyon. Staten seemed to be spending almost as much time in the air as



Rick Burgett hung it out as far as you can without endoing, but it didn't seem to do any good.

(Miller photo)

he was on the ground, refusing to chop the throttle at the top of the ski-jump downhill out of the stands or on the skyshot jump on the backstretch. He just sailed. Every camera in the stadium was focused on him for the inevitable moment when a rear shock would go or the frame would crack from the tremendous pounding. But before that could happen, West slowed down. Maybe he was tired, or maybe watching Staten's back had made him slightly nervous. Whatever. Rex went on to win easily, while West's second gave him the second overall for the evening and Billy Clements moved

another Husky into third.

Deja vu, Scene III: It was typical of Superbowl III that of the two serious injuries of the evening, one happened to a disc jockey. One of the local FM stations had entered several of its jocks (as they like to call themselves) in a, ahem, drag race, which ran from the starting gate to the end of the first straight. It was obvious that most of these people had never been on a motorcycle in their lives, but there they were, all dolled-up in spit-shiny new Munari leathers and boots, ready to do or die for old KLOS and the Kawasaki 100

Continued

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Announcing the DG

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by mark shader

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Dealer Inquiry Invited!

Holcomb grabbed the first moto Support lead before scattering his tranny. He's chased by DeSoto, who seized in the second moto, and Jim West, who almost won.



which went to the winner. Since they were riding 100s in the "race," you had to figure they couldn't do themselves too much damage. Which goes to show, I guess, that you can't make book on human potentialities. One of the leaders managed to ride all the way down the straight and over the low step jump completely out of control, and when he hit a hay bale at about ten mph, he fell—breaking a leg and becoming the focal point for more instant hysteria than has been seen in any coliseum since lions were munching Christians way back when. To call it one of the most bizarre moments in the history of

motocross would be a gross understatement.

The 250 International Class, focal point of the evening. With so many top American riders sitting out the event, everyone except the flacks understood that the Americans vs. Europeans aspect of the Superbowl was dead. The question was not which side would win the race, but who would win the race. Marty Tripes had done it twice before, but somehow that didn't signify. After all, the World Champion was at the Superbowl, and while he's a 500 rider, he also rides and wins

Continued on page 64

SUPERBOWL OF MOTOCROSS III RESULTS

250 International Class

1. Jaroslav Falta, Czechoslovakia (1,1,2) CZ
2. Roger DeCoster, Belgium (2,3,1) SUZ
3. Marty Tripes, U.S.A. (6,2,3) HUS
4. Tony DiStefano, U.S.A. (3,5,4) CZ
5. Raymond Boven, Belgium (4,14,6) MON
6. Jim Weinert, U.S.A. (5,15,5) KAW
7. Gerrit Wolsink, Holland (15,4,7) SUZ
8. Jan-Eric Sallqvist, Sweden (8,9,9) KAW
9. Zdenek Velky, Czechoslovakia (7,8,12) CZ
10. Gary Jones, U.S.A. (9,12,8) C-A

Open Support Class

1. Rex Staten, Gardena, Ca. (4,1,1) HON
2. Jim West, Pasadena, Ca. (1,3,2) HUS
3. Bill Clements, Pasadena, Ca. (6,7,3) HUS
4. Bill Payne, Simi, Ca. (3,2,12) MAI
5. Terry Clark, Palmdale, Ca. (11,5,5) HUS
6. Mike Todd, Thousand Oaks, Ca. (8,10,4) MAI
7. Ron Self, Mountain View, Ca. (10,6,6) PEN
8. Gary Semics, Lisbon, Oh. (5,9,9) HUS
9. Scott Jordon, West Monroe, La. (12,11,11) BUL
10. Gaylon Mosier, Garden Grove, Ca. (16,12,7) HON

High School Championship

1. Marty Smith, San Diego HON
2. Mike Bell, Long Beach HON
3. Garry Faulks HON

CORNETITION

SOOEYBOWL OF MOTOCROSS II

CORN-O-CROSS GOES BIGTIME.

BY PETE SZILAGYI

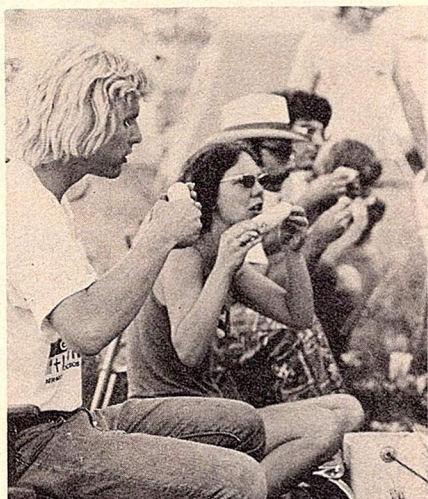
At the bloated conclusion of Corn-O-Cross I (see report MXA August '73), it became painfully obvious (especially to the contestants) that COC couldn't help but become a major sporting event, perhaps even someday achieving Olympic status, with munch-by-munch reporting by Howard Cosell and color commentary by a COC luminary... "Howard, that's what we call the basic 'erp.' He plumb ate too much corn."

Corn-O-Cross had quickly outgrown its rules, so major revisions had to be made before Corn-O-Cross II at Lockhart, on Tex-AMA weekend. Among the new statutes: 1. Each contestant must provide a squire to select, cool, butter and salt his corn. 2. Partially eaten cobs cannot be scored at the end of each 20-minute moto — finish it, or forget it. 3. Anyone caught erping up to a half-hour after the final moto would be disqualified. 4. A \$2000 entry fee must be posted. It could, however, be waived in cases of financial hardship.

And the entries doubled: Reigning champ Bad Billy Kasson, U.S. Sports prexy Bill Daniels, John Light Brown Lancione (squired by Jim Weinert), Claire Jugbutt Bell, surprising newcomer 125 Pro rider Jack Hicks and a couple of rednecks we still can't identify.

The first 20-minute moto ended with a tie between Kasson, Daniels, Light Brown and perennial challenger Chuck the Great at eight cobs each.

Moto Two separated the men from the boys. Kasson won again, and Hicks was deprived of second



The lineup: Jack Hicks, Jugbutt Bell, Kasson, Light Brown, etc.



Weinert exhorts Light Brown to finish an ear, as Timekeeper Tony Bell prepares to sound the final Honk.

place by a cruel blow of fate. In the last ten seconds of the moto, Jack realized he couldn't finish the ear he was working on, so he spit out a plume of kernels all over the judges and spectators as a diversionary tactic. "Penalize him one ear," decreed Judge Tony Bell. "Aw, shucks," said Jack, corntrically.

The Cornocrossers' eyes began to bulge and their bellies were

ENTRY	MOTO I	MOTO II	MOTO III	TOTAL
CHAMP: BIG BAD BILLY KASSON	8	7	1	16
LITE BROWN	8	5	2	15
CHUCK THE GREAT	8	5	2	15
JUGBUTT BELL	6	3	3	12
SZILAGYI	1	1	1	3
JACK HICKS	5	1	1	7

The scoreboard didn't flash and flicker, but the Erpeans didn't seem to mind.

churning by the third moto. Light Brown's face turned as green as his squire's Kawasaki. Kasson ate with much less gusto than in the first two motos. Hicks was determined to win the free subscription to MOTOCROSS ACTION offered as first prize, but he could only win if Kasson threw up and was subsequently disqualified.

No such luck; Kasson won his second COC in a row (19 ears) and hopped on his Penton and disappeared over the horizon. Everyone knew what he did, but no one could prove it.

While the Cornocrossers ate as much corn as they possibly could in one hour, the squires were busy putting on a show of their own. Foil-wrapped ears had to be pulled from a giant fire pit, unwrapped, cooled and the condiments applied. Weinert dipped a bucketful of brown water from the nearby cattle tank and used it to quick-cool Light Brown's corn. Let your imagination work on that one for a while. Once the corn was reasonably cool, Jim smeared butter on his Torsten Hallman gloves and massaged the ears in a lascivious manner. Then to the waiting Light Brown.

Each squire had his own technique; some had to be cautioned about rule violations, like shuffling extra cobs into his man's pile. The winner's squire, however, was beyond reproach. Marvin the Boy Wonder was too young to know how to cheat.

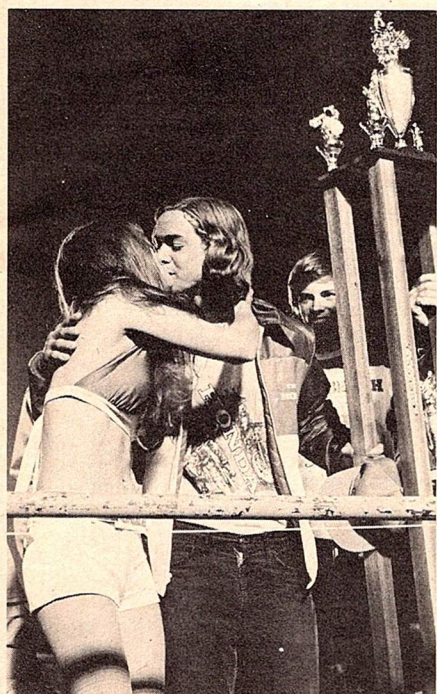
But, you ask, what ever happened to the \$2000 entry fees?

This is your MXA Rio de Janeiro correspondent signing off until next year.

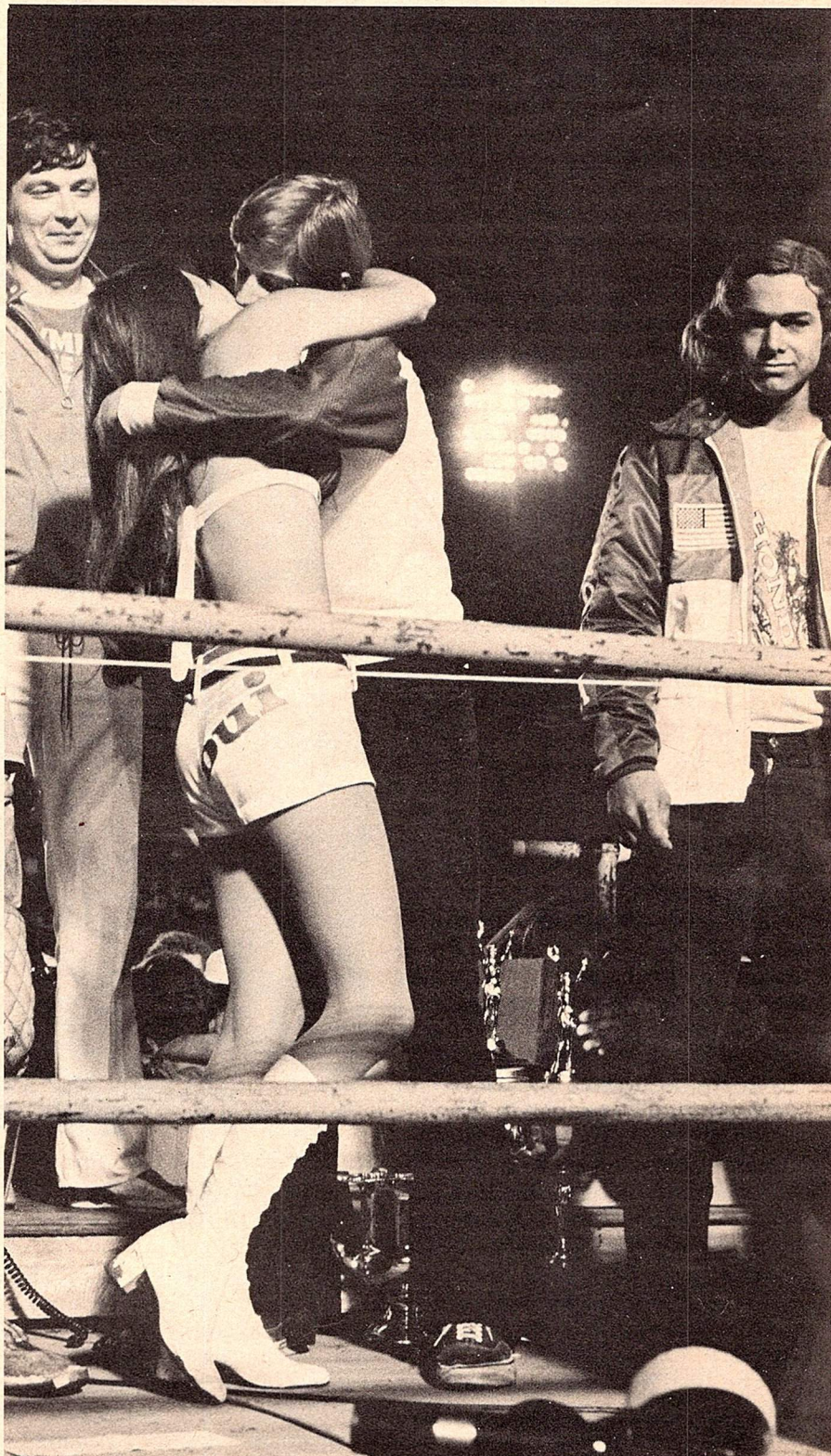
WINNER'S DILEMMA: HOW TO KISS THE TROPHY GIRL

OUR INTERNATIONAL PANEL OF EXPERTS SHOWS YOU HOW IT'S DONE.

This is Barbara, from Oui Magazine, and with a little help from her friends she's going to show you how to kiss the trophy girl. Say hi, Barbara.

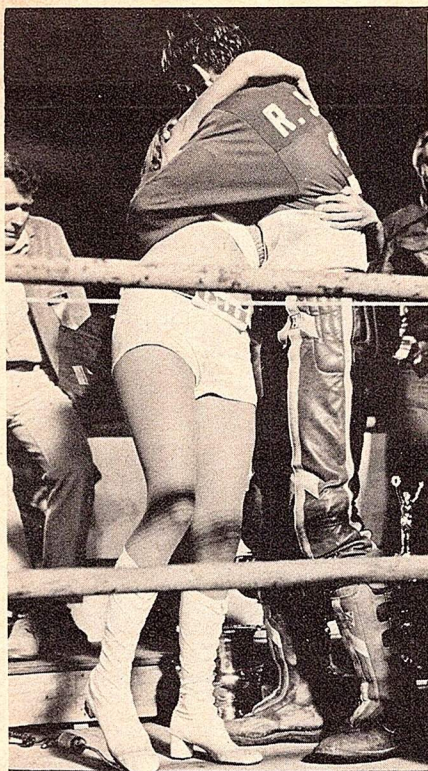


Marty Smith is torn. On one hand, he doesn't want to let go of that nice trophy he just landed; and on the other hand, he doesn't want to let go of Barbara. He compromises, and the result is a kiss which can only be described as "ambiguous."

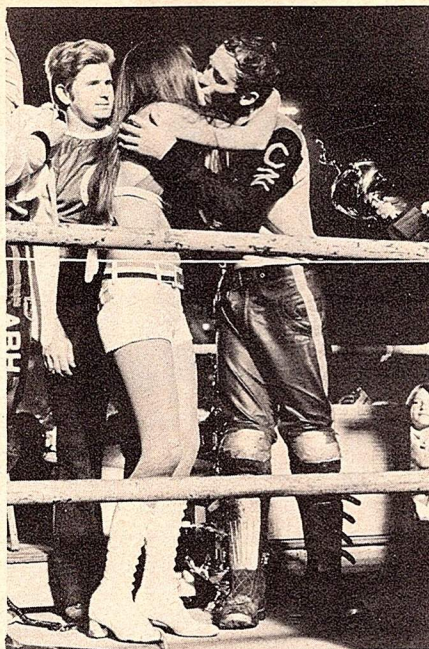


Mike Bell, on the other hand, didn't get such a big trophy, and he's obviously determined to let Barbara make it up to him. To the right, Marty has second thoughts.

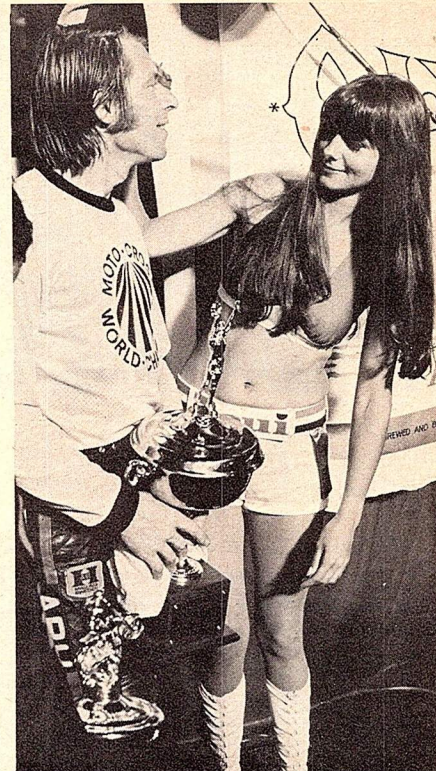
COMPETITION



Rex Staten kisses like he rides — he just gets involved, and lets the other guys worry about trivia like bent frames and sacked suspensions. Barbara looks like she's about to bottom-out. Ouiiii.



Before the kissing began, Jaroslav Falta looked as though he couldn't quite believe this was really going to happen to him. Here, he's obviously waiting for the Commissar-in-charge of Kissing to snatch the lovely Barbara away. A Russian soldier probably took away his candy bar when he was six.

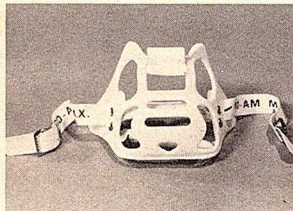


Roger DeCoster, man of the world, passed up his big chance. Could have been that Laurie was in the stands, or it could have been that he was last in line. Barbara smiled gamely, and wiped his brow. *

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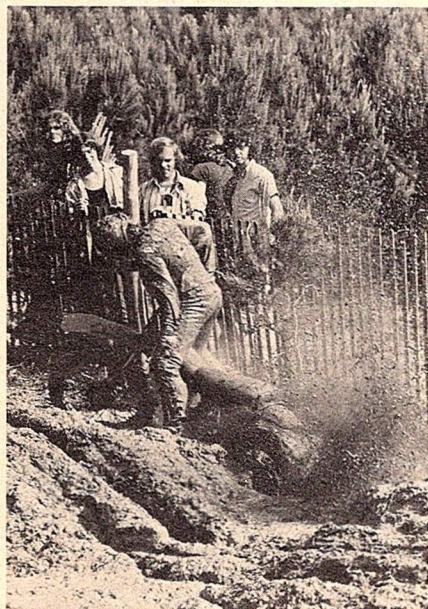
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COMPETITION HAMERSVILLE NATIONAL

WELCOME TO THE
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OF MUD

PHOTOS BY JIM RUSSELL



All you had to do to finish in the top 20 was finish — and not many did that.

It was a day when the rainclouds — hanging pendulous over Ohio's Gran-Am Motocross Park like the intentions of a dirty old man in a raincoat — kept all their promises, and the riders just had to try and keep it together. Saturday morning it had rained, hard — what they call a “gully washer” in the southwest. In Ohio they tend to talk more about cows and flat rocks. But Saturday afternoon the Yamaha team gave a motocross school, and as Sunday dawned the track was fine. Loamy, with a few slick parts to test your mettle, and just sighing to be raced on. Everyone looked at the rich, black Ohio earth, product of the by-products of several hundred years of cows, and giggled, “traction.”

Ohio's a friendly state, it tries to please. You want to see the National Guard in action? We'll give you the National Guard and more action than you can even imagine. You want traction? Bring your aqualung, boy.

The masses lined up for the first 250 qualifier, and the skies proceeded to fall apart. The proverbial cow must have been drinking Schlitz all night. Not only did it rain hard, it rained long; and two hours later, when it was more or less over, all that was left of Gran-Am Motocross Park was a sea of mud dotted with small, oddly shaped islands which occasionally moved. Those “islands” were the racers.

250 NATIONAL

The first 250 moto saw Gary Jones grab an early lead, with Pierre Karsmakers sticking just far enough back to avoid the worst of the muck the Can-Am was throwing with its rear knobby. Meanwhile, Marty Tripes was trying to extricate his Husky from the embrace of a lonely Christmas tree (Gran-Am is also a Christmas tree farm) it had become involved with in the first turn. It took Marty a whole lap to get untangled and restarted — not an inconsiderable length of time considering the state of the track — but by the 20 minute mark he had made up the time.

Meanwhile, after three laps of ducking Gary's debris and (some said) checking out his lines, Pierre slid his Motoshocker around the slower handling Can-Am to take the lead. Maybe he sighed a little, and in the space in his head he reserves for something other than citizenship lessons, made invidious comparisons between Dutch sand and Ohio mud. But he didn't have



Eierstedt and Staten looked squeaky-clean before the race on their XR75s — which just might have been the hot setup.



Pierre won both motos, lots of money and no points.



Normal motocross rules were realistically ignored in an effort to keep at least some machines moving: Tony DiStefano gets several helping hands out of a typically nasty mudhole.



much time to be a man of racing leisure. Tripes had made up his lap, passed Jones, and then, while Pierre gritted his teeth and gassed it to no avail, passed Yamaha's finest.



Hartwig fought his way through the muck for a sixth in the first moto, but his Motoshocker gave up the spirit in the second round, dropping him to fourth in the national standings.

But only for a second. As the Husky left the Yamaha in its wake, young Marty's chain left its sprocket, taking the brake rod with it. Leaving Pierre to take first place, Gary to take first place points and Marty to walk home.

Pierre, Tony Wynn, Kenny Zahrt and Rich Thorwaldson traded leads momentarily during the first lap, before Thor settled down out front with Jones not far behind. Thor had finished third in the first moto, and it was obvious that he intended to better that position the second time around. But it's hard to plan your race on a muddy track. Thor got stuck, stuck so bad it took him ten minutes to get the bike out of the muck and restart, which would have been about it under normal conditions. As it was, he finished fifth. Think about that for a while.

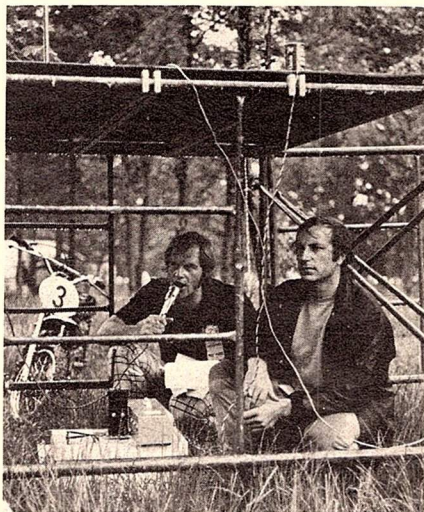
Or Marty Tripes. Marty seemed to finish second, behind Pierre. But either Marty or the scorers had lost a lap somewhere, so one lap was knocked off his scorecard. Which finished him fourth. It was that kind of race.

OPEN NATIONAL

Ever since Jimmy Weinert beat the Europeans in the mud at last fall's Houston Trans-AMA, they've been calling the kid a mudder.



An unidentified (see if you can guess why) Husky rider chugs on. This was actually part of the track.



The AMA's Dave Despain handled the announcing chores, while making a valiant effort to stay dry.



"I told ya you shoulda taken the other line, Billy."



Gary Jones planes his Can-Am through the muck. The engine ran fine, but a seized throttle forced the Champ out of the second moto.



Thor was stuck here for ten minutes during the second moto, and still managed to finish fifth. Hmmm.

And sometimes worse. Well now, rubbing the furriners collective noses in the mud was a fine trip, you understand, but now Jimmy's expected to win every race where the Rain God gets out of control — a high-pressure bummer for a nice, young family man with a foo-foo dog. Still, Jimmy does *understand* mud racing, and that helps.

At Hamersville he sat back and let Tony DiStefano and Mike Hartwig worry about their points battle until they were hopelessly mired in the reality of it all, then, like a lime sherbert covered with

MOTOCROSS ACTION

chocolate sauce, he stepped in and took the checkered flag. With those credentials slickly established, and with everyone in the pits going, "Ohmymutha, ain't nobody can beat Weinert in this dreck," Jimmy grabbed the second moto lead at the start and never looked back. Jimmy's double win moved him up to second place in the national standings behind DiStefano, who had merely had a bad day rather than a disastrous one like Mike Hartwig's. Tony got stuck several times, but managed to finish (4,8), because just about everyone else got stuck several times. But Mike's problems were worse.

After managing a sixth in the first moto, his bike quit on the first lap of the second moto. After a bout of sincere kickity-kicking, and an even more sincere bout of

reciting the deleted portions of the White House tapes, Mike retired to the pits. As he made his lonely way through the muck he was heard to mutter something obscure about, "someday, you'll own..."

But you couldn't blame riders and you couldn't blame machinery. A course the way Gran-Am was on May 19 makes racing into the luck of the draw. ISDT machines would have been more appropriate than motocrossers. Moisture was everywhere, grit was everywhere and the mud was by turns slick or viscous. As Gary Chaplin said, "It just grabs hold of your knobby and won't let go."

On to the Superbowl, which was absolutely bound to be slick and viscous in a different kind of way.

RESULTS

HAMERSVILLE NATIONAL MOTOCROSS

250

1. Pierre Karsmakers, Mission Viejo, Ca. (1,1)	YAM
2. Rich Thorwaldson, Cerritos, Ca. (3,5)	SUZ
3. John Franklin, Madera, Ca. (7,2)	PEN
4. Joe Fischer, Cincinnati, Oh. (5,6)	YAM
5. Bob Thompson, Newark Valley, N.Y. (10,3)	OSSA
6. Gaylon Mosier, Garden Grove, Ca. (4,10)	HON
7. Bill Grossi, Santa Cruz, Ca. (6,12)	HON
8. Rick O'Brien, E. Peoria, Ill. (8,14)	HON
9. Kelvin Thomas, Franklin, Ind. (16,7)	BUL
10. Peter Lamppu, Sherman Oaks, Ca. (15,9)	MON

OPEN

1. Jim Weinert, Laguna Beach, Ca. (1,1)	KAW
2. John Untiedt, Alexandria, Va. (2,4)	MAI
3. Gary Semics, Lisbon, Oh. (3,5)	HUS
4. Terry Clark, Palmdale, Ca. (7,2)	HUS
5. Rod Cooper, Prospect, Ky. (5,6)	MAI
6. Tony DiStefano, Morrisville, Pa. (4,8)	CZ
7. John Ayers, Eugene, Or. (17,3)	HUS
8. Greg Davis, Sharon, Pa. (13,7)	HUS
9. David Doerschuck, Columbus, Oh. (10,12)	KAW
10. Alan Hahn, St. Charles, Mo. (12,11)	CZ

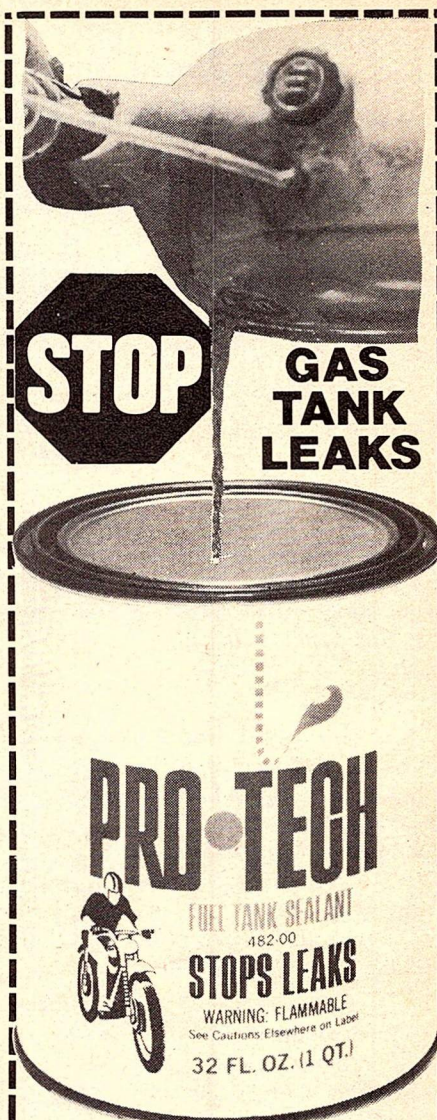
NATIONAL STANDINGS AS OF MAY 20, 1974

250

1. Bill Grossi, Honda	390 pts.
2. Gary Jones, Can-Am	367
3. Rich Thorwaldson, Suzuki	290
4. Ken Zahrt, Bultaco	257
5. Marty Tripes, Husqvarna	246
6. Gaylon Mosier, Honda	209
7. Ron Pomeroy, Bultaco	154
8. Peter Lamppu, Montesa	138
9. Frank Stacy, Ossa	130
10. Rich Eierstedt, Honda	119

OPEN

1. Tony DiStefano, CZ	570 pts.
2. Jim Weinert, Kawasaki	410
3. Gary Semics, Husqvarna	390
4. Mike Hartwig, Yamaha	387
5. Steve Stackable, Maico	350
6. Bryar Holcomb, Bultaco	290
7. Terry Clark, Husqvarna	215
8. John Untiedt, Maico	130
9. Mike Runyard, Suzuki	120
10. Rex Staten, Honda	77



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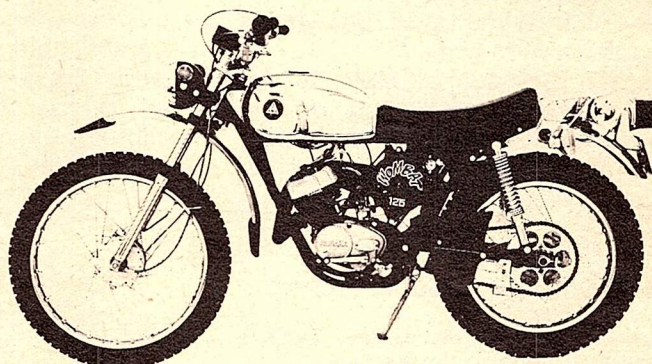
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HONDA

Continued from page 27

abuses of bad maintenance. Well adjusted and lubricated chains don't break. And like Mario always says, "Use-a da clutch and da gear, she no break." The shocks are rebuildable, and parts are now available from several sources.

However, once you get all the dinky stuff squared away, the 250 becomes a rather decent sort to race — if you're not too picky. Handling, which we called "good enough" last year, is still just good enough. Factors keeping the Elsinore from the same category as the Montesa or the Maico (or the CZ, sigh) seem to center around its wheelbase and power output. The epic wheelbase, a grandiose 57 inches, makes cornering sort of like running into a phone booth with an eight-foot plank under your arm and then trying to turn around. On a tight, bumpy course like our test facilities at Valley Cycle Park, all the bike wants to do is go straight, like there's something interesting on the other side of the berm it wants to look at. The best way to

get the bike headed the other way is to lay it way down and go on the power to snap the rear end around. And here lies the second problem. Power delivery on the 250 all comes at the mid-range, with a disappointing flattening-out as the revs climb to the top. This requires the rider to use the gearbox a great deal, in order to keep the revs down and take advantage of the mid-range boost. Letting the motor rev will get you nowhere fast. As a novice rider

will tend to scream the motor looking for stability in a turn, the Honda's response will slow him down. The expert will use the mid-range boost to get the bike squared, but will have to make a gear change while still exiting. In this situation, a Bultaco, or anything with long running power, will eat the Honda alive.

On a hilly course with long, rolling straights and wide, sliding turns, the 250 is another story.

Continued




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HONDA *Continued*

The Elsinore puts down excellent power on a two-gear or better uphill, as climbing keeps the revs down in the power range and the motor gives ample warning when it's going to go flat. As long as you keep shifting, it keeps charging ahead with the authority of the prototypal harpooned whale, allowing you to overtake and pass before having to deal with the turns. Entering a flat sweeping turn is a pitch and slide operation, full gas. The long wheelbase lends

remarkable stability to a sliding Elsinore and the top end power drop-off keeps things from getting too hairy if you're the kind who likes an extended full-locker. As an added bonus, the exhaust note emitted from the CR motor during one of these mindsnapping powerslides will seize the cockles of your little motocross heart.

THE 125

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you can buy. (Hey, Baz. Ya think we oughta say that? — ed.) (What's better? — Baz.) (Hmmm. You gotta point there. — ed.) But, a year of experience has brought us to terms with the one-two-five as well, and we feel there're a few things we should talk over before you get yourself harnessed to one of the little boogers.

First off, there's a serious power drain apparent when the CR125 engine heats up to racing temperatures, a problem similar to the one we encountered testing the Suzuki TM125 (MXA, May '74). From a cold start off the line at Valley Cycle Park, the Honda would pull a 160-pound test rider up the Valley hill in fifth gear, strong and steady. After two laps a noticeable power drop would occur and the same hill could only be taken in fourth. An up-shift would miss the powerband and the motor would go to sleep. We are working on the problem with the Webco people, and should have a cool solution by next month.

Another problem is the swingarm, a real wet noodle. Made *Continued on page 60*

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COMPETITION

ITALIAN GRAND PRIX

IT ALL RAN ACCORDING TO THE SCRIPT, EXCEPT BRAD LACKEY FINISHED THIRD. AIN'T IT WONDERFUL.

BY DAVID MALTAIS

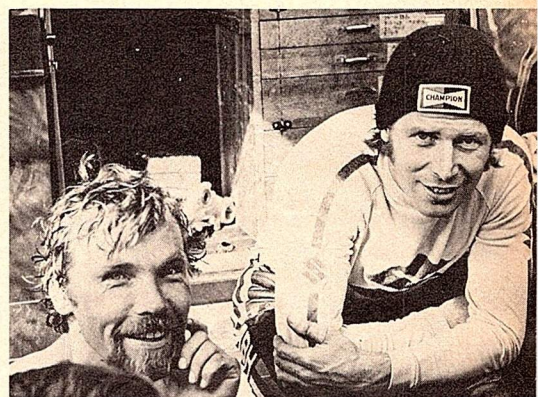
PHOTOS BY DAVID AND MARGERY MALTAIS

Esanatoglia, Italy, just a few thousand zig-zags inland from the Adriatic Sea at Ancona. Sunshine, Italian vino and home cooking, a fine course and a world 500cc motocross. All the ingredients were there for a kicked-back Sunday afternoon in the Apennines. Only the racers were serious.

A pattern seems to have been established over the first several races of the Grand Prix season in the 500 class. Roger DeCoster wins or breaks. Heikki Mikkola



Mikkola's first and second place finishes kept him on top in the points race and very predictable.



Heikki and Roger prove they're buddies in the pits, but no one's smiling in his jofa out on the track.

wins whenever DeCoster breaks (which is often). Adolf Weil consistently finishes second and third, piling up the points to make it a three-way dogfight for first. Heikki remains top dog, but his margin — huge after winning five of the first six GP motos — grows narrower with each race. No one runs away with a championship anymore, the competition is too tough. The Italian GP was a race in the grand tradition of open class motocross — 1974 version.

The Esanatoglia course was laid out on top of a mountain. At many turns, the side of a cliff formed the berm. At others, the top of the berm was also the top of a cliff. Which made things a bit dicey. Serge Bacou overrode one berm and dropped his Maico and his body down a cliff face. Luckily, it was a short fall.

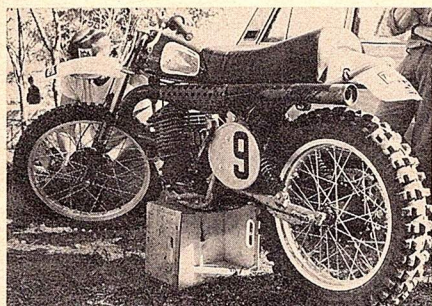
The first moto saw *Pattern '74* assert itself early. DeCoster

Continued





The second moto. This is how they started, and this is how they finished. Roger out in front, with Mikkola and Lackey right behind.



What is currently the winningest bike in the world looks like this. Sagging milk crate looks tired.

grabbed a quick lead, with Mikkola right behind and everyone else chasing. But the Champion never even completed lap one. Taking his problem child over a jump, Roger tweaked the throttle just before touchdown, but instead of traction he got a seized engine. A disgruntled check in the pits revealed a broken ring. Roger's mechanics got to work, as the Champ glumly watched Heikki pile up 15 more GP points.

Mikkola was being chased hard by Jonsson, Weil, Aberg (on a box-stock, sort of, Pursang) and van Velthoven. Brad Lackey had to retire after losing spark and crashing on lap six, and Suzuki's



Brad's third in the second moto made the future look good.

Gerrit Wolsink trashed his front hub. As Heikki took the flag, motocross traditionalists could sigh at the predictability of it all.

The second moto — same script, scenario two.

DeCoster grabbed the lead again, but whether because of a random smile from the god of

racing or because of several not-so-random hard looks in the direction of the Suzuki pit men, the Champion didn't break. He led all the way, extending his margin to 24 seconds at the flag.

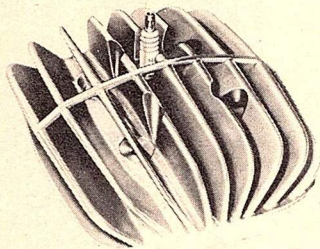
Wolsink held the second spot behind DeCoster, with Mikkola and Lackey pushing hard. Then

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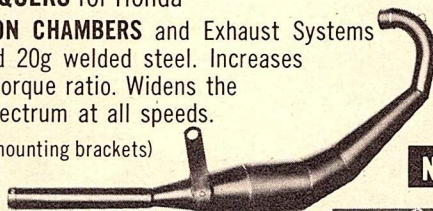
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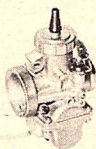
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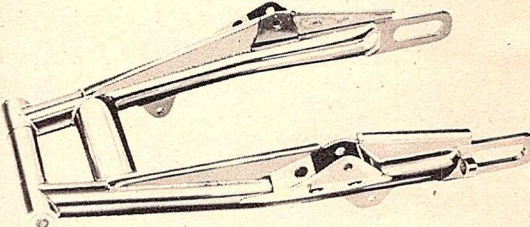


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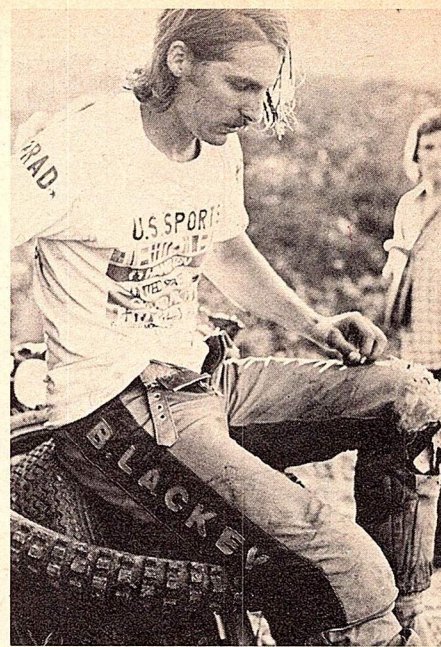
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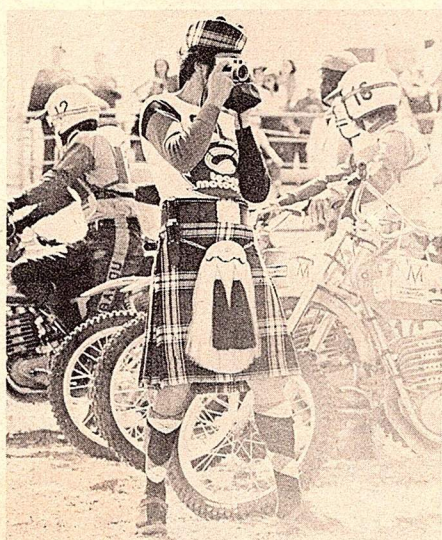


Roger does his DeCoster imitation, while the dude behind the Gevafax sign digs it.

the Dutchman laid his bike down, letting Mikkola and Lackey by. While Mikkola futilely chased DeCoster, Brad fought to hold off the challenges of van Velthoven, Toman, Jonsson, Aberg and Wolsink. Gerrit had picked his bike up right away, and one lap after his fall he was only ten seconds behind Brad.

But Brad wanted this one. Bad luck, loneliness and the unfamiliarity of it all have plagued the one-time wunderkind of American motocross during his first full season in Europe, but the dues paying is finally beginning to show results. Brad finished third, his best European finish to date, while Wolsink gassed it past the men in the middle to claim the fourth spot.

There were no crowds of friends or fellow countrymen to cheer Lackey as he took the checker and wheeled back to the pits. The contingents of American travelers and servicemen that make it to many European GPs weren't in Esanatoglia. But maybe finishing third was enough. Lori helped him wipe off the sweat and dust, then we shot off the mountain on Brad's BMW, hugging the left lane as the homegoers waited in line on the right. Later, he'd pick up his prize money and attend the riders' banquet, but already his head's on the road to Belgium. There's a lot to do this week before packing up for that long drive to the next GP in Czechoslovakia.



A hard get-off in the first moto (check out his left knee) didn't seem to slow Brad down any in the second.

This is what they're all wearing on the circuit this year — Scotch kilts, Swedish clogs and American sheath knives. If you wear the former, maybe you need the latter.

RESULTS

ITALIAN 500cc GRAND PRIX, ESANATOGLIA, ITALY

First Moto

- 1. Heikki Mikkola, Finland HUS
2. Ake Jonsson, Sweden YAM
3. Adolf Weil, W. Germany MAI
4. Bengt Aberg, Sweden BUL
5. Jaak van Velthoven, Belgium YAM
6. Willi Bauer, W. Germany MAI
7. Paolo Piron, Italy HUS
8. Otakar Toman, Czechoslovakia CZ
9. J. P. Mingels, Belgium BUL
10. Viktor Khoudiakov, U.S.S.R. CZ

Second Moto

- 1. Roger DeCoster, Belgium SUZ
2. Heikki Mikkola, Finland HUS
3. Brad Lackey, U.S.A. HUS
4. Gerrit Wolsink, Holland SUZ
5. Jaak van Velthoven, Belgium YAM
6. Otakar Toman, Czechoslovakia CZ
7. Ake Jonsson, Sweden YAM
8. Bengt Aberg, Sweden BUL
9. Paolo Piron, Italy HUS
10. I. Bessone, Italy CZ

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- In order to give you the kind of magazine you want, and
- to help our advertisers know what you're interested in...
- we need some answers. **YOUR REPLY WILL BE COMPLETELY CONFIDENTIAL AS WE DO NOT NEED YOUR NAME WITH YOUR RESPONSE.**
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- Please mail your completed questionnaire to:

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Encino, California 91316

- What is your age?
☐ under 15 ☐ 15-17 ☐ 18-20 ☐ 21-25 ☐ 26-30 ☐ 31-35 ☐ 36-40 ☐ 41-50 ☐ 51-60
☒ 15-17 ☐ 21-25 ☐ 31-35 ☐ 41-50 ☐ over 60
- Your sex: ☒ M ☐ F
- Married? ☐ yes ☒ no
- How many motorcycles do you now own?
☐ none ☐ one ☒ 2 ☐ 3 or more
- Do you plan to buy a motorcycle in the next 12 months?
☒ yes ☐ no
- Engine size of bike(s) you now own?
☐ under 100cc ☐ 100-199cc ☒ 200-299cc
☐ 300-399cc ☐ 400-499cc ☒ 500 or over
- What will be the price range of the next motorcycle you intend to purchase?
☐ under \$750 ☐ \$751 to \$1000 ☐ \$1001 to \$1250
☐ \$1251 to \$1500 ☒ over \$1500
- What is the highest level of education you have attained to date?
☐ elementary ☐ jr. high school ☒ 2 years high school
☐ graduated high school ☐ 1-2 years college or Jr. college
☐ 1-2 years trade school ☐ graduated college
☐ graduate degree
- How long have you owned your most recent motorcycle?
☐ less than one year ☒ 1 to 2 years ☐ 3 to 4 years
☐ 5 years or longer
- Make of motorcycle(s) you now own?
☐ AJS ☐ Bultaco ☐ CZ ☐ Can-Am ☐ Carabela
☐ Chaparral ☐ Cooper ☐ DKW ☐ Greeves
☐ Hodaka ☐ Honda ☐ Husqvarna ☐ Indian
☐ Kawasaki ☐ Maico ☐ Monark ☐ Montesa
☐ Ossa ☒ Suzuki ☐ Triumph ☐ Tyrann ☐ Yamaha
☐ other
- Will your next motorcycle purchase be a: ☒ new bike
☐ used bike
- For your next motorcycle, what make are you most seriously considering? ☐ AJS ☐ Bultaco ☐ CZ ☐ Can-Am
☐ Carabela ☐ Chaparral ☐ Cooper ☐ DKW
☐ Greeves ☐ Hodaka ☐ Honda ☐ Husqvarna
☐ Indian ☐ Kawasaki ☒ Maico ☐ Monark
☐ Montesa ☐ Ossa ☐ Panther ☐ Penton ☐ Puch
☐ Rickman-Metisse ☐ Steen ☐ Suzuki ☐ Triumph
☐ Tyrann ☐ Yamaha ☐ other
- For your next motorcycle purchase, what size engine do you plan? ☐ under 100cc ☐ 100-199cc ☒ 200-299cc
☐ 300-399cc ☐ 400-499cc ☐ 500cc and over
- Your occupation: ☒ student ☐ non-skilled
☐ technical ☐ professional ☐ management
- If you are a student, are you employed part time?
☒ yes ☐ no
- Are you employed in some phase of the motorcycle industry?
☒ no ☐ dealer ☐ employee
- Total family income per year: ☐ under \$5000
☐ \$5000 to \$8000 ☐ \$8000 to \$10,000
☐ \$10,000 to \$12,000 ☐ \$12,000 to \$15,000
☒ \$15,000 to \$20,000 ☐ over \$20,000
- How long do you plan to keep this copy of this magazine?
☐ less than 1 week ☐ 1-3 weeks ☐ 1-3 months
☒ over 3 months
- How many other people will read this copy of this magazine?
☐ one ☐ two ☐ three ☐ four or more
- What are the ages of the others who will read this copy of this magazine? ☐ under 15 ☐ 15-17 ☒ 18-20 ☐ 21-25
☐ 26-30 ☐ 31-35 ☐ 36-40 ☐ 41-50 ☐ over 60
- How many other persons in your family ride motorcycles?
☐ none ☐ one ☐ 2 ☒ 3 or more
- What percentage of your cycle maintenance do you do yourself?
☐ none to 25% ☐ 26-50% ☐ 51-75% ☒ 76-100%
- Please indicate the uses for your cycle:
☒ competition ☐ trail ☐ other
- How much money do you estimate you spent on motorcycle accessories last year?
☐ less than \$100 ☐ \$100 to \$200 ☐ \$201 to \$300
☐ \$301 to \$500 ☒ \$501 to \$750 ☐ \$751 to \$1000
☐ over \$1000
- How much money do you estimate you will spend on motorcycle accessories in the next 12 months?
☐ less than \$100 ☒ \$100 to \$200 ☐ \$201 to \$300
☐ \$301 to \$500 ☐ \$501 to \$750 ☐ \$751 to \$1000
☐ over \$1000
- Are you a member of a cycle group? ☐ just a few friends
☐ local club ☒ national association ☐ none
- Within the past year, how many cycle competition events did you attend?
☐ none ☒ one to 5 ☐ 6 to 10 ☐ 11 or more
- Within the past year, in how many cycle competition events were you an active participant?
☒ none ☐ one to 5 ☐ 6 to 10 ☐ 11 or more
- How do you normally purchase accessories?
☐ mail ☒ local retail dealer ☐ other
- Do you specify your brand of motor oil? ☒ yes ☐ no
- Which of the following have you purchased in the past year?
☐ stereo ☐ auto ☒ pickup truck ☐ van ☐ boat
☐ camera ☐ correspondence course ☐ air flight
☐ camper, trailer, or motorcoach ☐ trip out of U.S.A.
☐ vacation trip in U.S.A.
- Which of the following do you expect to buy next year?
☐ stereo ☐ auto ☒ pickup truck ☐ van ☐ boat
☐ camera ☐ correspondence course ☐ air flight
☐ camper, trailer, or motorcoach ☐ trip out of U.S.A.
☐ vacation trip in U.S.A.
- Which 3 of the following factors will be most important in your choice of your next bike (please check only 3):
☐ price ☒ handling ☒ speed ☐ appearance
☐ sound ☐ reliability ☐ other
- Which 3 of the following will most affect your choice of motorcycle? (check 3 only): ☒ success in races
☒ recommendations of motorcycle magazines
☐ availability of dealer for service
☐ recommendations of friends
☐ recommendation of dealer
☐ the way the bike feels to you
- In an average month, how many different motorcycle publications do you read?
☐ one ☒ 2 ☐ 3 ☐ 4 ☐ 5 to 9 ☐ ten or more
- Please check the Hi-Torque Publications monthly motorcycle magazines that you read regularly (at least 3 out of 4 issues):
☒ MOTOCROSS ACTION ☐ CHOPPERS MAGAZINE
☒ DIRT BIKE ☐ BIG BIKE
- Please check the other motorcycle publications that you read regularly (at least 3 out of 4 issues):
☐ AMA News ☐ Custom Chopper ☐ Cycle
☐ Cycle Age ☐ Cycle Guide ☐ Cycle Illustrated
☒ Cycle News ☐ Cycle Rider ☐ Cycle World
☐ Dirt Cycle ☐ Dirt Rider ☐ Easy Rider
☐ MiniCycle ☐ Modern Cycle ☐ Motorcycle Dealer News
☐ Motorcycle Industry News ☐ Motorcycle Product News
☐ Motorcycle Weekly ☐ Motorcycle World
☐ M C World's Cafe Racers ☐ Motorcyclist
☐ Popular Cycling ☐ Road Rider ☐ Special Chopper
☐ Street Chopper ☐ others
- Do you have the use of credit cards? ☒ no
☐ yes, in the name of parent or other member of family
☐ yes, in your own name
- If yes, type of credit card(s):
☐ gasoline/oil ☐ local stores ☐ BankAmericard
☐ Mastercharge ☐ other bank ☐ Diner's Club
☐ American Express ☐ Carte Blanche ☐ other
- Which of the following have you purchased in the past year?
☐ replacement seat ☐ helmet ☐ wheels ☒ tires
☐ brakes ☐ frame ☒ pipes ☐ tank ☐ goggles
☐ motorcycle ☐ cycle trailer ☐ cycle rack
☒ books/manuals ☐ spark plugs ☐ engine parts
☒ custom parts ☐ protective leathers ☐ boots
☒ tools ☐ protective non-leather clothing
☒ other riding apparel ☒ shock absorbers ☒ filters
☐ pistons ☐ performance kits
- Which of the following do you expect to purchase in the next 12 months?
☐ replacement seat ☒ helmet ☐ wheels ☒ tires
☐ brakes ☐ frame ☒ pipes ☒ tank ☐ goggles
☒ motorcycle ☐ cycle trailer ☐ cycle rack
☐ books/manuals ☐ spark plugs ☐ engine parts
☐ custom parts ☒ protective leathers ☐ boots
☐ tools ☐ protective non-leather clothing
☐ other riding apparel ☐ shock absorbers ☐ filters
☐ pistons ☐ performance kits
- Do you feel that this magazine is getting better?
☐ getting better ☐ getting worse ☒ about the same
- What would you like to see more of?
☒ technical maintenance articles ☐ racing pictures
☒ "how-to" articles on racing ☐ race coverage
☒ "how-to" articles on modifications ☐ new products
☐ personality & star articles ☐ tests of new bikes
☐ tests of new accessories ☐ pictures of trick bikes
☐ letters to the editors and answers ☐ other

Thank you!

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Carl Shipman
Honda bike in
the picture
in Dirt Bike

KX250 KAWASAKI: DIALING IN THE SUSPENSION

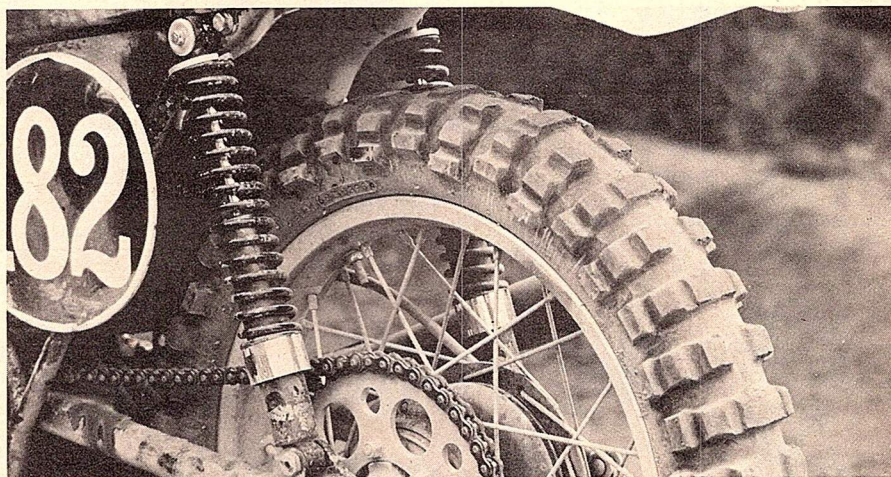
TEST UPDATE

A SIX-HOUR MARATHON MOTO MAKES BAZ AND THE KAW LOVERS TO THE END—O

In our test of the KX250 Kawasaki a couple of months ago, we got down on the suspension, saying the front forks were ridiculously short-traveled (5¼ inches) and harsh, and the rear shocks didn't work at all. We also said we believed the suspension could be dealt with. Through the kind graces of the powers that be at Kawasaki, we were able to keep the KX250 for an extended period, giving us ample time to sort out the suspension problems.

We turned the bike over to Number One Products, developers and producers of the famed Trickit fork kits, and their staff of highly trained and skilled engineers dove into the forks to extract the bugaboos. They discovered most of the travel was being eaten up by a rather large phrenelic piston and ring assembly at the top of the damper rod. They replaced this unit with a much more compact one-piece valve and ring machined from aluminum alloy and added their standard floating valves and rebound springs. After filling the forks to specs with a special 60-weight gear oil (equivalent to 30-weight fork oil or Molly Blue heavy), they turned the bike back over to us with a little over six inches of up-front travel. The increased travel made the stock springs much more cushy and the damping was right-on.

Fixing the rear shocks was easier than biting your cheek. We took off the stock hammerheads, hid them in a box and bolted on a pair of Koni 13.4s with 78-pound springs set on the No. 2 preload. (Shocks loaned compliments of Cherry Stockton Racing Team,



Those Konis and a fork kit did the trick. Check out the tire. Groundhog Tom, team manager.)

With the new suspension, Baz entered the KX250 in the Virginia City Grand Prix, a punishing 170-mile race through the hilly mining country just outside Carson City, Nevada. His report:

"That bike worked fabulous. Number One did a bitchin' job on the forks. I couldn't believe the same springs were still in it because before it felt really stiff and springy and I had to take it all in my arms. Now it works a lot smoother and I didn't get so many jolts. And the damping was right there. They never topped out and they only bottomed a couple of times in the really hairy whoops. But no tank-slappers like before, you know? And those Konis really settle down the back end. Before, with the stockers, the back end really felt loose like the swingarm was falling off or something, and it end-swapped like you wouldn't believe. But with the Konis it was really sweet, solid. I just forgot the bike was there and got into the race. It even tracked straight up this unreal killer hill everybody crashed on.

"Oh, what a race. A hundred and seventy miles, six hours... that's like Barstow to Vegas! Out of the 460 riders who started on Sunday, only 40 or so went the whole ten laps. The attrition rate was unreal, but that KX250 ran strong as a bear the whole time

and never missed a beat. We went through four tanks of gas. Man, I came in for my pit stops just a-pingin' and a-dingin', running on the lingering odors each time. We skinned down a brand-new 4.60 Dunlop to nothing. What makes it really unbelievable is that we ran the KX with the same piston and rings that were in it when we picked it up two months ago. We couldn't get the parts for it. I doubt seriously if any other bike could've gone the entire distance under the same circumstances. We rode hard, man. Like we were right up with the leaders for most of the race 'til on the last lap, I was coming around this turn just nailed in fourth and this other guy was gassin' it on the inside so I..."

What he's trying to say is that he ended on the last lap and came in ninth. But the Kawasaki proved itself to be the most reliable, strong running and, with the right work, best handling Japanese 250 we've tested to date. All ya gotta do now is move the shocks up and you're ready for the Trans-AMA.

* * *

The fork kit mentioned is available from Number One Products, 11509 Bexley Dr., Whittier, California 90606 for \$14.95. Konis are available anywhere from Webco, A.D.I., Beck-Arnley and places like that for an outrageous \$32.50 each with springs.

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HONDA *Continued*

from a chrome moly steel of rather dubious quality, the skinny, round section unit flexes like a fly rod, cambering the rear wheel under even a moderate side load. Again, correcting this is a bolt-on affair and we'll have a report from the secret laboratories of Redline Engineering next month.

Problem number three encountered on our test bike, and on other CR125s we know about, is the front spokes. They constantly get loose and require inspection and adjustment after each time out — and even then will tend to loosen and break during a long moto. Some riders are reporting extensive spoke breakage and lunched hubs, causing DNFs and big repair bills. Do as most expert Honda racers do and lace up some big, heavy duty numbers to your front wheel. You'll save money and trophies in the long run.

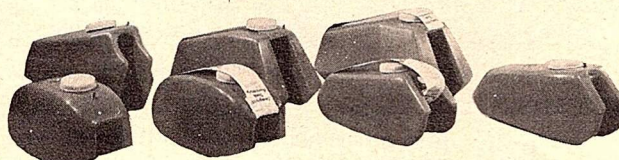
Unlike its big brother 250, the Elsinore 125 on any course, flat, hilly, sandy, hard, soft, fast or tight, is a stone gas. It's the baddest bike in town. Ain't no other stocker gonna mess with it.



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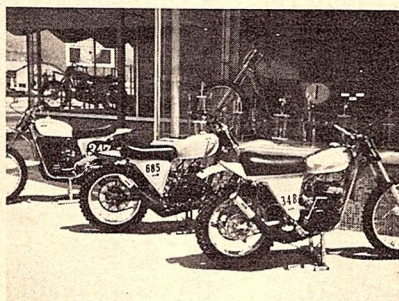
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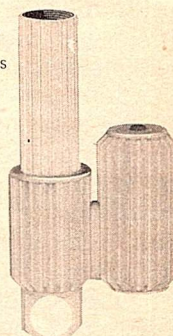
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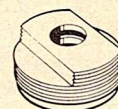


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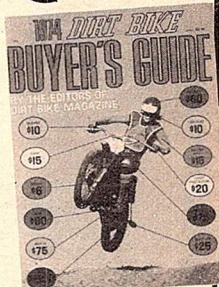
on the Honda is a pleasure. Foam air filters are removed in 15 seconds with a single wrench and a screwdriver. The front wheel on a 125 is removed with a single wrench. Chain adjustment is made in three steps with two wrenches. Pipe comes off in a minute with one wrench and a spring hook. We once saw an engine swap in less than 15 minutes.

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Foot is kept to a minimum. The kill buttons are weird and we could do without the kickstands. The swayback saddle on the 250 could use some firming up in the

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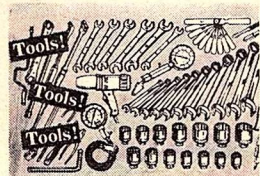
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middle, to allow the rider more freedom of movement. Gas tank filler holes are too small for standard gas can spouts. And worst of all, exhaust leakage sometimes *stains* the bottom of the front fender. Heavens!!!

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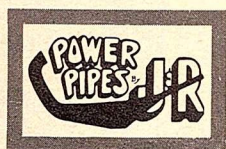
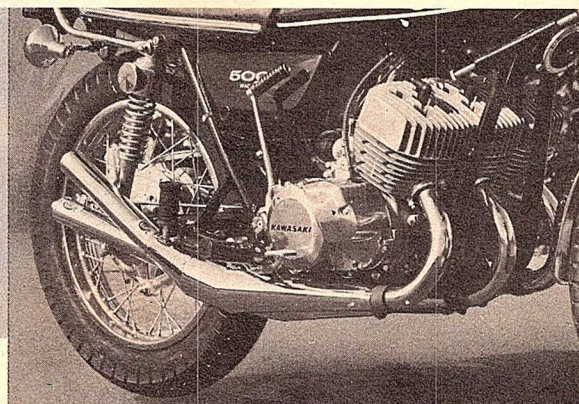
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SUPERBOWL

Continued from page 42

on a 250 in the Belgian Easter races every year. And Jaroslav Faltá, 1973's almost winner and the top man in the 250 world points standings at race time, was there, with a GP CZ that was quite possibly the fastest bike on the course. Watching Faltá practice was enough. If he didn't break or fall, he should win. More importantly, he obviously wanted to.

Most of the Europeans weren't quite so serious. Some, never having raced on a stadium-type track before, took one look and shrugged. Others, like DeCoster, took one look at their pick-up bikes and shrugged. (Roger rode a ratty looking, foul running, RH Suzuki which had obviously seen better days — like, say, during World War II in the Ardennes.) Still others, like Gerrit Wolsink, knew what they were there for and didn't sweat it much.

The first two international motos could have been entitled The Jaroslav Faltá Gate-To-Shining-Scoreboard Memorial Trophy Dash, as the

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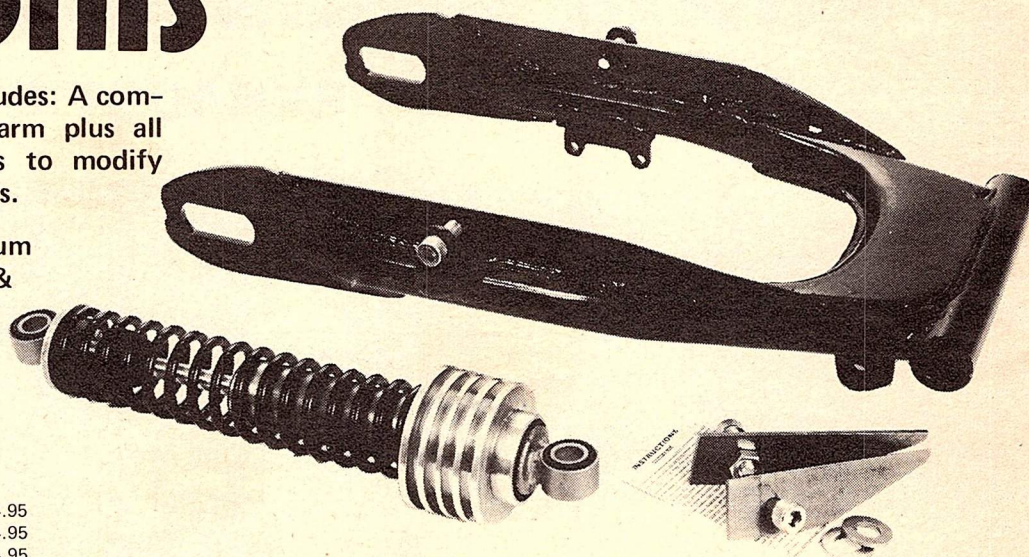
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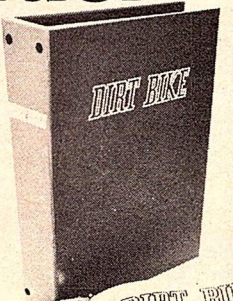
Czech factory rider grabbed the lead from the start and rapidly pulled away. The only excitement in these two motos was largely artificial, as Tripes moved into second in the second frame and began chasing Falta. For a few laps the Superbowl Champ pulled up slightly on the Czech, but then Marty seemed to tire and Falta widened his margin again. Tripes notched some faster laps than Falta did, turning 1:12s and 1:13s to the CZ rider's consistent 1:14s; but the difference was that Falta always turned 1:14s, while Tripes had soon faded into 1:15 rounds. Marty finished the moto second, with DeCoster a bit back in third place. After two rounds the scorecard read: Falta (1,1), DeCoster (2,3), Tripes (6,2) and Tony DiStefano (3,5). No one else was in it.

The lack of competition past fourth place was due to a variety of factors. Jim Weinert suffered from poor starts and a leaky gas tank, Gary Jones had flags wound around his rear hub in the first moto and fell down at the start of the second (he hit the gate), and

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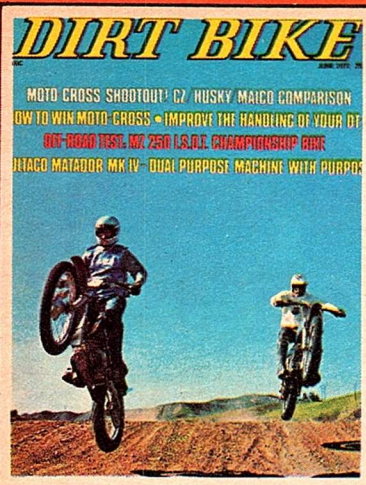
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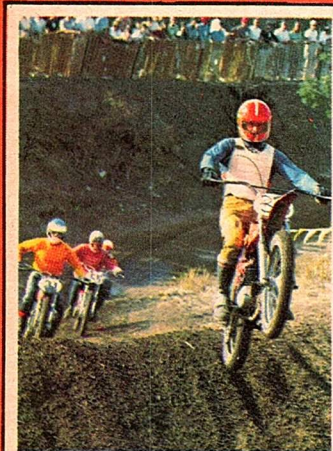
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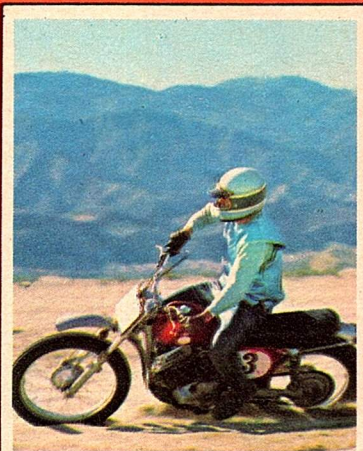


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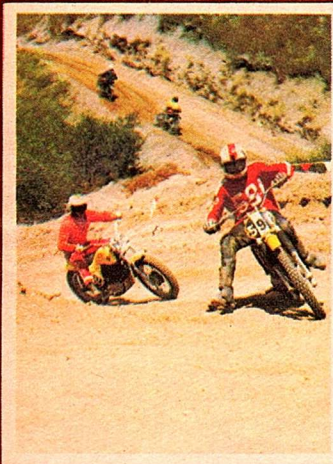
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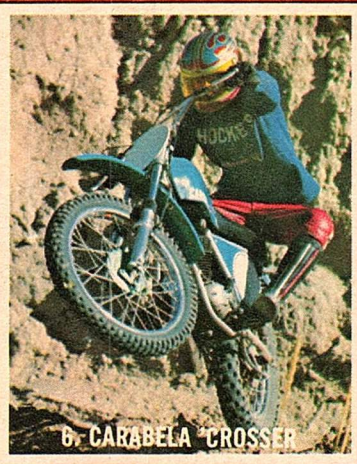
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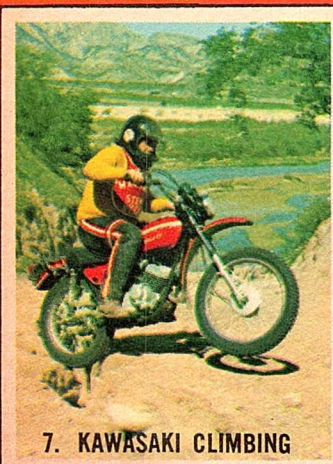
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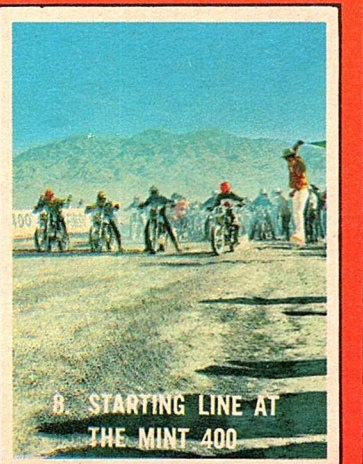
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SUPERBOWL *Continued*

Billy Grossi, the Honda wild card who just might have made things interesting, got it worst of all. Billy fell in the first moto while going up the ski-jump hill at the Coliseum's east end, and as he started to get up, someone ran over his exposed right leg. The leg snapped, and the word is that Billy will be out of racing for at least a year. He was the national 250 points leader when it happened.

The final moto was the finest, showcasing some of the best, most instructive racing of the evening. Tripes grabbed the hole shot, with DeCoster and DiStefano not far behind. Falta was out of shape coming out of the gate, but going up the hill at the east end he was in sixth and already charging. And

the crowd, the scoreboard and the announcer were all going wild, because Marty Tripes — MARTY TRIPES! — was leading those European dudes through the L.A. Coliseum, just as in years past. But it didn't last.

DeCoster's bike hadn't been running right. He was down on power and he had to know that there was no way to beat Falta for the overall unless the Czech blew it in the last moto — something a savvy rider like Roger wouldn't

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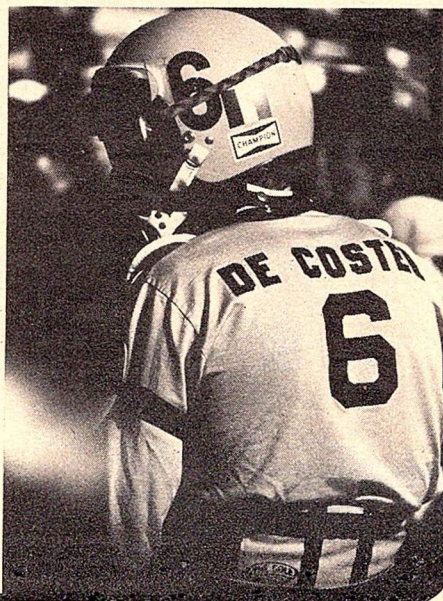
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SUPERBOWL *Continued*
 expect a savvy rider like Falta to do. But here he was, a three times World Champion, racing in the L.A. Coliseum in front of 47,216 (that's official) people — many of whom had probably never seen a World Champion ride before. Something in DeCoster's head switched to "on," and he went after Tripes like the Superbowl's third moto was the deciding round of the world chase.

You didn't have to watch Tripes to know he was finished, you just watched DeCoster. Surely he nursed his rat bike right up

onto the Husky's rear knobby, then, in the esses at the end of the back straight, he edged the Suzuki past Tripes coming into the last 180-degree turn. The move was so smooth that there was nothing Marty could do about it but sit back and take notes.

Meanwhile, Falta was dealing with DiStefano. The Czech and the American had rubbed elbows and exchanged friendly sign language in the pits before the race, both of them wearing CZ jerseys and smiling like a team; but out on the track it was all business. Falta's game plan was to

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by the editors of **MOTOCROSS ACTION**



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Falta picked-off Tripes on the
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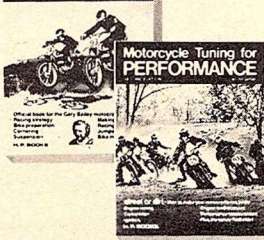
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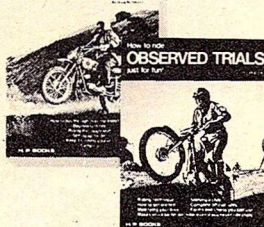
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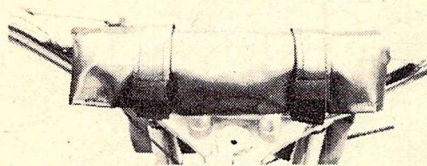
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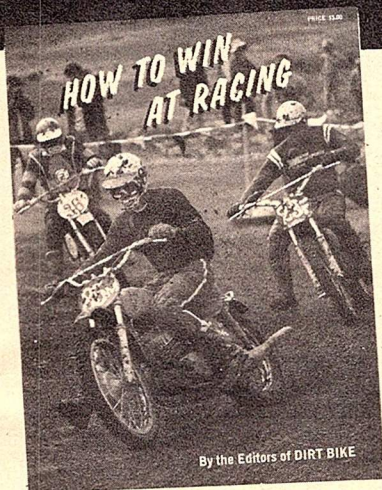
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SUPERBOWL *Continued*

uphill into the stands, and the race broke down into two parts: DiStefano after Tripes, Falta after DeCoster. Neither rider was to catch his man.

It wasn't cut and dried, though. It was racing all the way. Out front, Roger DeCoster, *The Man* of international motocross, on a bike that didn't quite cut it. Chasing him, Jaroslav Falta, heir apparent to the world 250cc title, and consistently the fastest man in the Coliseum that night. Falta got

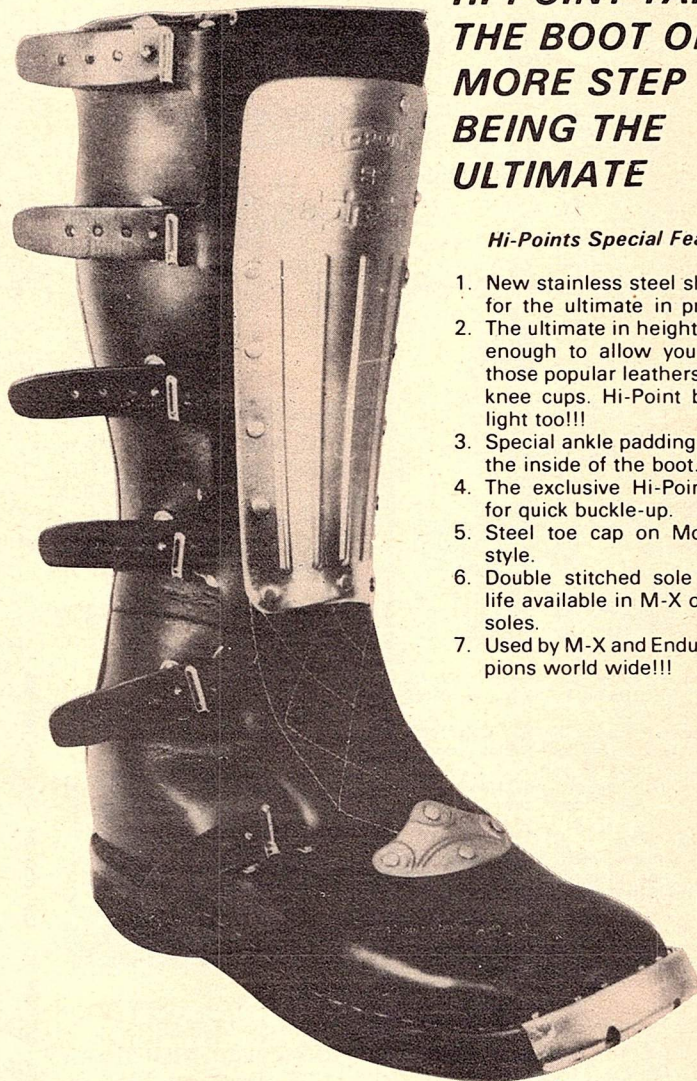
very close to DeCoster, nudging at the Champion's rear knobby on some of the sharp turns following the long straights where the CZ had a definite advantage. But Roger went to work in the twisties, and by the time the two were into the next straight, the Suzuki had picked up some grace room. It went on that way for 15 minutes, and when, two laps from the finish, it became obvious that the Czech wasn't going to get past, the crowd went wild. As DeCoster took the checker, the stands stood

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up and roared in a spontaneous gesture of salute — a real emotion on a mostly unreal night. DiStefano made a move at Tripes during the last minutes of the moto, but Marty held him off long enough to cross the finish line third, first American of the evening.

Deja vu, Scene IV: *The trophy presentation wrapped things up and sent you home with a sick feeling in the pit of your stomach. Standing in front of the awards podium, blinking in the glare of the flood lights, the camera-mounted strobes and big time, big bucks publicity — the winners all looked as though they'd rather be somewhere else. Why not? They're all reasonable men. Media types and PR men*

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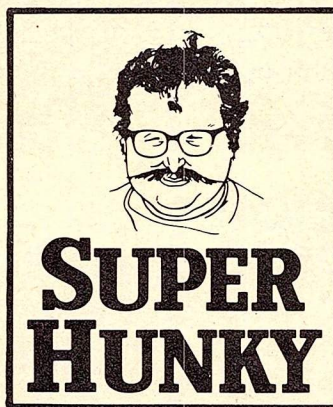
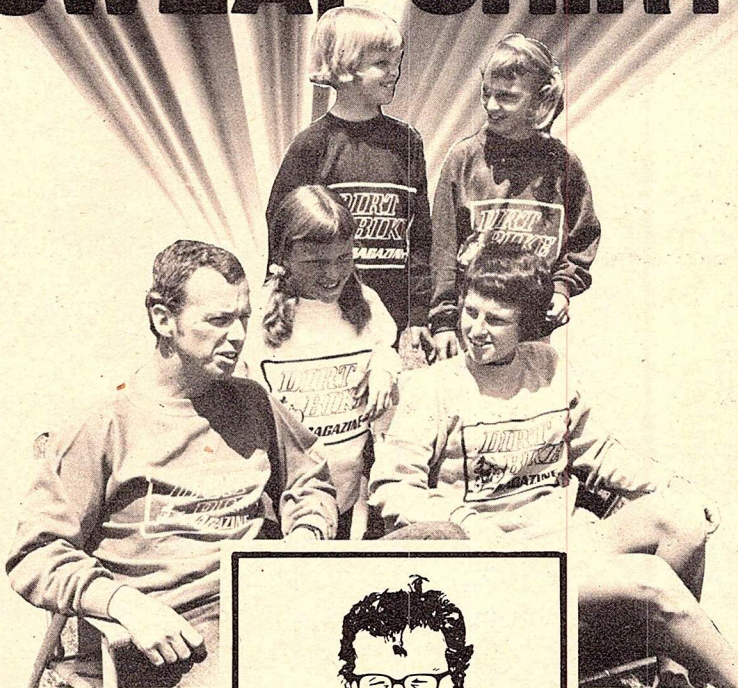
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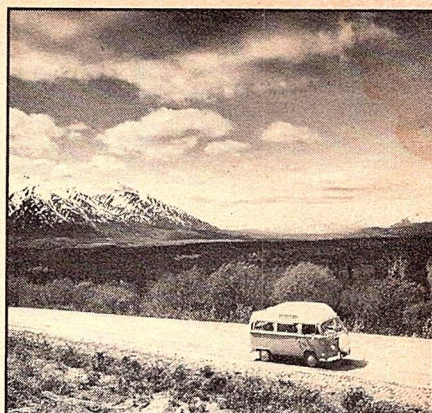
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SUPERBOWL Continued

were everywhere, tugging riders this way and that, posing them with the Oui Magazine trophy girl, reaching out and grabbing at the trophies the racers held to make sure that the cameras would record the fact that this trophy came from MediaMax, or that one from Olympia beer. Falta must be a very patient man to have put up with the hauling and tugging he was getting from one slickly leather-coated, gray-haired dude who obviously worked for a vitally concerned ad agency. Meanwhile, the crowd, pressing in from all sides on the fenced off awards area, was getting rowdy. One kid was hanging on the fence and screaming, "CZ, CZ" at Falta so loud that his voice was quickly rasping into nothing. Falta began to look nervous. Another kid was jamming against the fence so hard that his hands and arms were running blood. A girl was screaming at DeCoster, trying to get his attention to tell him... what? The Champion studied the grass or stared blankly at the flashing cameras. And the

Continued



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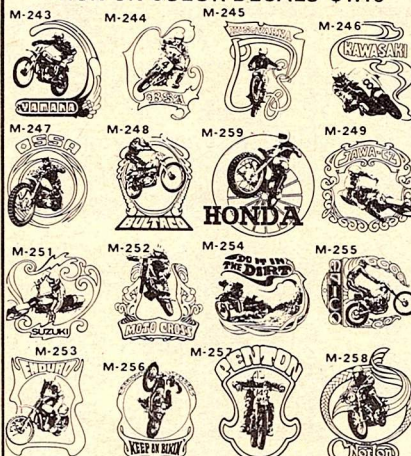
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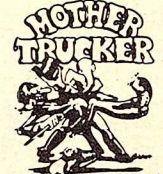
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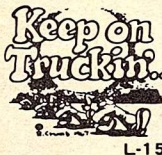
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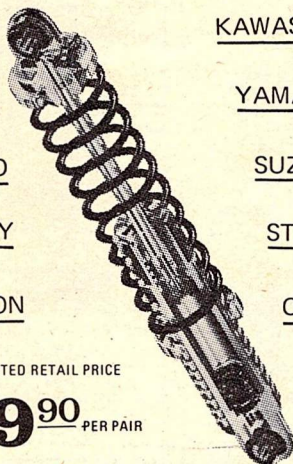
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promoter's security force, guys with big biceps and empty eyes wearing T-shirts with "Concert Security" stenciled on them, strutted around, nervous about the crowd and pushing anyone — crowd, racers, or press — who got in their way. I left then, threading my way through the crowd in search of a big bottle of wine and a few friends to share it with. In a few more weeks I probably won't remember much about the whole scene, except for short flashes like the DeCoster-Falta duel, Marty Tripes' fine ride through disappointment in the last moto, and the show that guys like Rex Staten, Marty Smith, Mike Bell and Tony DiStefano put on.

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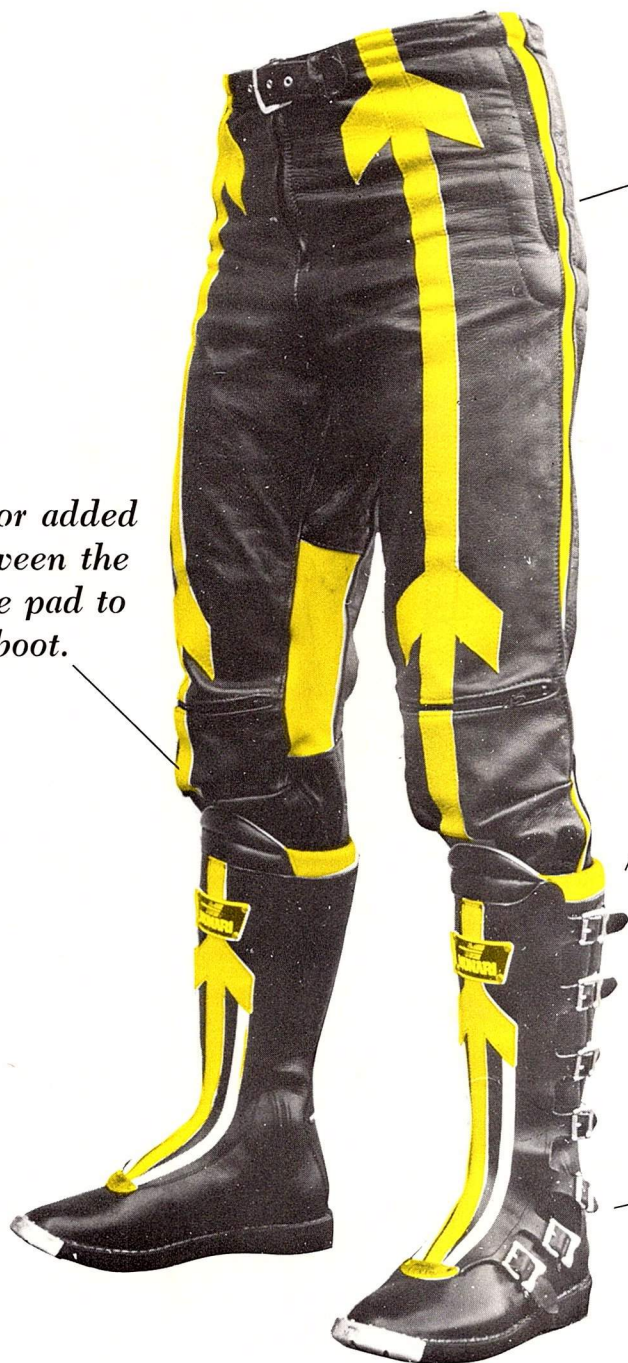
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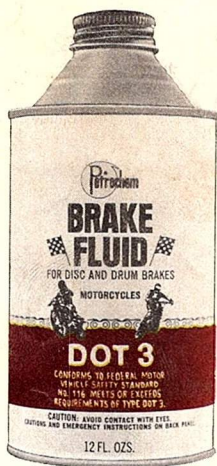
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